City and County of San Francisco
The Planning Department

Geneva Office Building and Power House Demolition Project

Draft Environmental Impact Report

97.345E

Draft EIR Publication Date: November 14, 1998
Draft EIR Public Hearing Date: December 17, 1998
Draft EIR Public Comment Period: November 14 to December 29, 1998

Written Comments should be sent to:

The Environmental Review Officer
The Planning Department
1660 Mission Street
San Francisco, CA 94103

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DATE: November 14, 1998

TO: Distribution List for the Geneva Office Building and Power House Demolition Project Draft EIR

FROM: Hillary Gitelman, Environmental Review Officer

SUBJECT: Request for the Final Environmental Impact Report for the Geneva Office Building and Power House Demolition Project Draft EIR (Case No. 97.345E)

This is the Draft of the Environmental Impact Report (EIR) for the Geneva Office Building and Power House Demolition Project. A public hearing will be held on the adequacy and accuracy of this document. After the public hearing, our office will prepare and publish a document titled "Summary of Comments and Responses" which will contain a summary of all relevant comments on this Draft EIR and our responses to those comments; it may also specify changes to this Draft EIR. Public agencies and members of the public who testify at the hearing on the Draft EIR will automatically receive a copy of the Comments and Responses document, along with notice of the date reserved for certification; others may receive such copies and notice on request or by visiting our office. This Draft EIR together with the Summary of Comments and Responses document will be considered by the City Planning Commission in an advertised public meeting and certified as a Final EIR if deemed adequate.

After certification, we will modify the Draft EIR as specified by the Comments and Responses document and print both documents in a single publication called the Final Environmental Impact Report. The Final EIR will add no new information to the combination of the two documents except to reproduce the certification resolution. It will simply provide the information in one rather than two documents. Therefore, if you receive a copy of the Comments and Responses document in addition to this copy of the Draft EIR, you will technically have a copy of the Final EIR.

We are aware that many people who receive the Draft EIR and Summary of Comments and Responses have no interest in receiving virtually the same information after the EIR has been certified. To avoid expending money and paper needlessly, we would like to send copies of the Final EIR to private individuals only if they request them. If you would like a copy of the Final EIR, therefore, please fill out and mail the postcard provided inside the back cover to the Major Environmental Analysis Section of the Planning Department within two weeks after certification of the EIR. Any private party not requesting a Final EIR by that time will not be mailed a copy.

Thank you for your interest in this project.

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CHAPTER I

SUMMARY

A. PROJECT DESCRIPTION

The proposed project involves the demolition of an office building and attached former power house. The office building (commonly known as the Geneva Office Building), is City landmark No. 180. The buildings, owned by MUNI, have been in disrepair for many years and were damaged during the 1989 Loma Prieta earthquake. The buildings have been in need of extensive seismic, structural and cosmetic repair. Following the Loma Prieta earthquake, the buildings were inspected and determined by the Utilities Engineering Bureau (UEB) of the San Francisco Public Utilities Commission (now the Public Transportation Commission) to be unsafe to occupy.[1] UEB also considered the buildings to be a falling hazard to the public and a collapse hazard in the event of an earthquake. MUNI has since hired an engineering consultant team who has reviewed the UEB report and concurs with their determinations.[2] However, the Department of Building Inspection (DBI), which maintains authority for the City regarding building safety, has never officially made a determination regarding the status of the subject buildings. DBI is conducting an ongoing review of the UEB report and consultant information. The buildings are currently vacant.

MUNI has evaluated options for determining the best use for the project site, including rehabilitation and re-use of the buildings, and demolition of the buildings. Given the limited availability of funding for the project by MUNI, or from potential regional, state or federal funding sources, and given the opportunity to utilize the building sites for additional transit vehicle storage, it is MUNI's position that demolishing the buildings is the most feasible option.

The MUNI Geneva Facility and the Curtis E. Green Light Rail Facility (located cross-corner from the project site) serve as the headquarters for MUNI's streetcar operations. The MUNI Geneva Facility consists of the project buildings to be demolished (Geneva Office Building and power house), the New Geneva Car Barn and the Geneva Railyard. All Light Rail Vehicles (LRVs), President's Conference Cars (PCCs) and historic streetcars are stored and maintained at MUNI's Geneva and Green Facilities. The current rail vehicle fleet includes 128 LRVs and 32 PCCs and historic streetcars.

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[1] *Report on Structural Survey and Repair Cost Estimate for Geneva Office Building and Transformer Building*, San Francisco Public Utilities Commission, April 13, 1990.

[2] Letter from Olivia Chen Consultants, Inc. to MUNI, October 23, 1998.

Following demolition of the buildings, the site would provide MUNI with additional operational and storage space. Specifically, the site would be paved and up to four new rail storage tracks (for approximately seven LRVs, or additional vehicles from MUNI's PCC and historic fleets) and electrical overhead lines would be installed. In addition, approximately five employee off-street parking spaces would be provided in the north portion of the site. Because the Geneva Building is vacant, demolition would not result in changes in on-site employment at, and hours of operation of, the Geneva Facility.

The Geneva Office Building and adjacent power house were constructed in 1901. The office building is a two-story plus basement wood frame building with exterior and interior unreinforced masonry (brick) walls. The former power house, a one-story plus mezzanine building constructed of unreinforced masonry (with a cement encasement of the exterior west and south walls from the mezzanine to the roof), is located south of, and attached to, the office building. The City designated the Geneva Office Building a City landmark in 1986 (Landmark No. 180). In 1995, FEMA, in accordance with Section 106 of the National Historic Preservation Act, determined the structures and adjacent yard property eligible for the National Register of Historic Places (NRHP). The State Office of Historic Preservation concurred with FEMA's determination.

As a related action, MUNI would consider options for relocating a key stop (for wheelchair loading) from its current location on San Jose Avenue at Seneca Avenue (two blocks north of the project site), to San Jose Avenue adjacent to the project site. Required modifications to San Jose Avenue in the proposed boarding island vicinity following demolition of the buildings would include minor street widening and restriping, and realignment of the pedestrian curb adjacent to the project site. A retaining wall is proposed along the west side of the Geneva Facility, topped by a new ornamental wrought iron fence, similar in design to the existing fence, to enclose the facility. Other proposed new construction would include replacement of the existing chain link fence that surrounds the existing employee parking lot located west of San Jose Avenue with an ornamental wrought iron fence, and new landscaping along San Jose Avenue adjacent to the Geneva Facility, and at the southwest corner of San Jose and Geneva Avenues.

B. AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

This environmental impact report, for the Geneva Office Building and power house, focuses on the issues of historic architectural resources and transportation. The effects of the demolition of historic architectural resources relates to the Geneva Office Building, a City Landmark (No. 180), and an adjacent power house. Both buildings were determined to be eligible for listing on the NRHP in 1995. The topic of transportation relates primarily to potential safety and access issues related to the proposed re-use of the site, consisting of additional rail storage and employee parking, and an associated project, consisting of relocation of a transit boarding island adjacent to the project site. All other potential environmental effects were found to be at a less-than-significant level or to be mitigated to a level of less-than-significance with mitigation measures agreed to by the project sponsor. Please see the Initial Study, included in this document as Appendix A, for analysis of issues other than historic architectural resources and transportation.

The primary area of controversy associated with the proposed project is whether the 1901 buildings should be demolished, or whether they should be seismically upgraded and retained. The project sponsor has indicated that remodeling the existing buildings, including upgrading to meet the seismic safety requirements of applicable building code standards, would be economically infeasible. On the other hand, some may feel that the buildings proposed for demolition should be preserved because they are eligible for listing on the NRHP, and could be used to support MUNI functions or changed to a new use which would be compatible with the other site activities.

While economic issues such as the cost of remodeling and retrofitting the existing buildings are not environmental concerns, the EIR does discuss possible rehabilitation of one or both of the project buildings in Chapter VI, Alternatives. The City Planning Commission (or Board of Supervisors on appeal) will decide whether to approve or disapprove the proposed project after review and certification of the EIR. In selecting, rejecting or testing the feasibility of project alternatives, decision-makers may also make use of other information in the public record, such as cost estimates associated with remodeling/seismically upgrading of the building.

C. MAIN ENVIRONMENTAL EFFECTS

HISTORIC ARCHITECTURAL RESOURCES

Demolition of the Geneva Office Building and power house would result in the loss of buildings that are eligible for listing on the NRHP. Furthermore, the demolition of the Geneva Office Building would be the first City landmark in San Francisco to be demolished, other than St. Paulus Lutheran Church (Landmark No. 116), which burned down in a fire in November, 1995. Per §21084.1 of the CEQA Statutes, demolition of these structures would be considered a significant unmitigable environmental effect.

TRANSPORTATION AND CIRCULATION

The proposed additional on-site rail storage and employee parking could result in a small increase in traffic, however, this increase would not substantially alter traffic in the vicinity, create a traffic safety hazard, make conditions for pedestrians and bicyclists less safe, or interfere with pedestrian and bicycle accessibility.

The proposed relocation of the northbound boarding island (from its existing location two blocks north of the project site on San Jose Avenue, to adjacent to the project site) would require minor street widening and restriping, and realignment of the east pedestrian curb further to the east along San Jose Avenue south of Geneva Avenue. Given a number of existing safety concerns of the intersection vicinity with respect to pedestrian circulation and streetcar ingress and egress, the introduction of a boarding island and associated street modifications at this location could significantly increase the potential for vehicle/pedestrian conflicts if not properly designed.

D. MITIGATION MEASURES

MEASURES PROPOSED AS PART OF THE PROJECT

As described in the attached Initial Study (Appendix A), the demolition and construction activities associated with the proposed project have the potential to result in construction-related air quality impacts, could involve exposure to hazardous materials, and could affect archaeological resources. As a result, the project sponsor has agreed to implement the following mitigation measures:

CONSTRUCTION AIR QUALITY

- The project sponsor would require the contractor(s) to sprinkle demolition sites with water during demolition, excavation and construction activity; sprinkle unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soil, sand or other such material; and sweep surrounding streets during demolition and construction at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor would require that the contractor(s) obtain reclaimed water from the Clean Water Program for this purpose.

HAZARDS

- The project sponsor would ensure that building surveys for PCB-containing equipment are performed prior to the start of demolition. Any hazardous materials so discovered would be abated according to federal, state, and local laws and regulations. Although abatement is required by code, this discussion is included in the mitigation section for informational purposes. Specifically with respect to the electrical equipment identified in the subgrade crawl space between the two buildings, one of the following options should be done:

    a. If insulating fluid is present in the electrical ballasts, a sample of the fluid should be collected by a registered environmental assessor or other qualified environmental professional and transported to a state certified laboratory and tested for the presence of PCBs using EPA method 8080 for organo-chlorine pesticides). If the fluid is found to contain greater than 5 milligrams per liter of PCBs, then it would be considered a hazardous waste pursuant to Title 22, Section 66261.24 of the California Code of Regulations and should be disposed of in an appropriate landfill; or

    b. If it is more cost effective, the components may be directly disposed of as a hazardous material, assuming the presence of PCBs. Under this option, the costs of professional sampling and laboratory analysis would not be incurred.

ARCHEOLOGICAL RESOURCES

- Should evidence of archeological resources of potential significance be found during ground disturbance, the project sponsor would immediately notify the Environmental Review Officer (ERO) and would suspend any excavation that the ERO determined might damage such archaeological resources. Excavation or construction activities that might damage discovered cultural resources would be suspended for a total maximum of four weeks over the course of construction.

  After notifying the ERO, the project sponsor would select an archaeologist to assist the Office of Environmental Review in determining the significance of the find. The archaeologist would prepare a draft report containing an assessment of the potential significance of the find and recommendations for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO would recommend specific additional mitigation measures to be implemented by the project sponsor.

  Mitigation measures might include a site security program, additional on-site investigations by the archaeologist, and/or documentation, preservation, and recovery of cultural materials. Finally, the archaeologist would prepare a draft report documenting the cultural resources that were discovered, an evaluation as to their significance, and a description as to how any archaeological testing, exploration and/or recovery program was conducted.

  Copies of all draft reports prepared according to this mitigation measure would be sent first and directly to the ERO for review. Following approval by the ERO, copies of the final report(s) would be sent by the archaeologist directly to the President of the Landmarks Preservation Advisory Board and the Northwest Information Center of the California Historical Resources Information System. Three copies of the final archaeology report(s) shall be submitted to the Office of Environmental Review, accompanied by copies of the transmittals documenting its distribution to the President of the Landmarks Preservation Advisory Board and the Northwest Information Center.

Additional mitigation measures to minimize significant impacts of the proposed project are outlined below. These measures are associated with minimizing significant impacts associated with historical architectural resources. The historic architectural resources measures would reduce project impacts. However, impacts would not be reduced to a level of insignificance. That is, the significant impact of demolition of the Geneva Office Building and power house remains significant even with the implementation of identified mitigation measures.

HISTORIC ARCHITECTURAL RESOURCES

- Prior to demolition on the project site, the project sponsor would employ an architectural historian to document the building and its history. The project sponsor would submit that documentation, along with modified-format Historic American Buildings Survey drawings of the buildings, to the History Room of the San Francisco Main Library, the Planning Department, the Landmarks Preservation Advisory Board, and the Northwest Regional Information Center.

TRANSPORTATION

To ensure pedestrian safety and to reduce circulation conflicts between pedestrians, transit vehicles, and automobiles, the project sponsor shall ensure that the design of the proposed key stop includes the following features, provided they are consistent with recommendations of the Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT):

- signalization lights, alarms and/or warning devices at the Geneva Facility entrances/exits to alert pedestrians and automobiles of LRVs and other transit vehicles entering into, or exiting from, the facility.
- an ADA-accessible crosswalk of sufficient width and a safe path of travel from the crosswalk to the key stop platform.
- adequate phasing time of the traffic light controlling the "walk" across San Jose Avenue to ensure a sufficient amount of time to safely cross the street.
- travel lanes of sufficient width on San Jose Avenue in the boarding platform vicinity to accommodate all forms of traffic on San Jose Avenue and reduce the potential for vehicular accidents.
- striping and marking of the inner northbound lane to indicate that left turns for automobiles can only be made from this lane. This would prevent automobiles from turning left from the right lane in front of transit vehicles stopped at the proposed platform.

Incorporation of the above design features into the project, coupled with the review, recommendations and approval of ISCOTT, would ensure that impacts related to safe traffic circulation are reduced to a less-than-significant level.

E. ALTERNATIVES TO THE PROPOSED PROJECT

The Alternatives to the Proposed Project section of this EIR describes alternatives to the currently proposed project, discusses environmental impacts associated with these alternatives, and gives reasons the alternatives were rejected in favor of the proposed project. Regardless of the sponsor's reasons for rejection, the Planning Commission could disapprove the project as proposed and approve an alternative instead if the Commission believed the alternative would be more appropriate for the site.

A. ALTERNATIVE A: NO PROJECT

This alternative would entail no change to the site, which would remain in its existing condition. The Geneva Office Building and power house would remain in their existing condition, however, no structural (including seismic) or cosmetic improvements, or maintenance would be made to the buildings. In addition, the proposed key stop relocation (and associated street modifications) on San Jose Avenue would not be made.

If the No Project Alternative were implemented, the significant historic architectural impacts associated with the demolition of the buildings would not occur. In addition, the temporary demolition-related effects, including those of noise, air quality, hazardous materials and transportation (see Appendix A) would not occur. However, the buildings would remain in their current state of disrepair, and unless MUNI elected to rehabilitate them would preclude any active private or public use within the existing buildings. Since this alternative would not develop any traffic-generating uses, there would be no change in existing traffic conditions.

The project sponsor has rejected this alternative for the following reasons: This alternative would not meet MUNI's goal for removing an existing safety hazard to MUNI employees and to the nearby public in the immediate vicinity of the unsafe buildings. This alternative would conflict with the City's Unreinforced Masonry Building (UMB) Ordinance, which requires that the buildings be seismically upgraded or demolished. This alternative would also not meet MUNI's goal for increasing operational and storage capacity at the site. MUNI has rejected the No Project Alternative for these reasons.

In addition, MUNI's goal to improve transfer ability for patrons between MUNI lines, as well as provide closer key stop access to the BART and MUNI Metro Balboa Park Stations would not be met. The presence of Geneva Office Building does not permit enough space to build even a minimum-width boarding platform, without a key stop, at the proposed location. The space between the safety fencing along the west face of the Geneva Building and the northbound tracks is too narrow to allow the location of the required six-foot wide boarding platform, creation of a 13-foot wide through traffic lane to the east of the island that would meet San Francisco's emergency response requirements, and still maintain a minimum width sidewalk that conforms to City code requirements.

This alternative would maintain the option to preserve one or both of the buildings in the future. However, until that option is implemented, continued neglect of the buildings, potential vandalism, vibration from adjacent rail activity, and/or future earthquakes could further compromise the structural integrity and architectural quality of the buildings, resulting in their incremental demolition.

B. ALTERNATIVE B: FULL PRESERVATION, PUBLIC RE-USE OF SITE

Under this alternative, the Geneva Office Building and power house would be rehabilitated and seismically upgraded in accordance with the requirements of applicable building code standards and the Secretary of the Interior's Standards for the Treatment of Historic Properties. Following implementation of these improvements, the Geneva Office Building and power house would be used for City use. Examples of re-use of the buildings include use of the Geneva Office Building for MUNI administration, and use of the power house for storage purposes.

If Alternative B were implemented, the significant historic architectural impacts associated with the demolition of the buildings would not occur. In fact, the alternative would result in beneficial historic architectural and visual impacts (or enhancement), since the buildings would be rehabilitated and re-used. Given the magnitude of structural and cosmetic improvements required for rehabilitation of the project buildings, temporary construction-related effects, including those of noise, air quality, hazardous materials and transportation would be relatively similar to the demolition effects that would be experienced under the project. Regarding geology and seismicity, this alternative would seismically strengthen the Geneva Office Building and power house in compliance with the City UMB Ordinance.

Following rehabilitation of the buildings, the buildings would be occupied, thereby generating new vehicular traffic, and increasing demand for parking and transit service. The travel demand would be greater than the proposed project, and could be expected to be relatively similar to conditions that existed when the buildings were being used prior to the Loma Prieta earthquake. Parking for occupants in the building could be accommodated in part using existing City-owned and/or leased parking facilities in the vicinity. Since no expanded LRV storage capacity would be created under this alternative, there could be incrementally less LRV storage or movements at the Geneva Facility than that which would be experienced under the project. An increase in pedestrian activity (associated with employees and visitors of the restored buildings) would occur on the MUNI property. However, since no northbound passenger boarding island, or key stop, would be constructed, this alternative would not increase pedestrians in the site vicinity related to a new transit stop. Since the boarding island and associated street modifications would not occur under this alternative, the potentially significant increase in safety concerns of the intersection vicinity with respect to pedestrian circulation and streetcar ingress and egress would not occur (although boarding/alighting of able-bodied passengers in the street, with no boarding island at all, now occurs occasionally, and could occur more frequently in the future, thus increasing safety concerns).

The project sponsor has rejected this alternative because it believes this alternative is economically infeasible. MUNI estimates the costs associated with the potential rehabilitation of the buildings would exceed $4.47 million (approximately $3.47 million for rehabilitation of Geneva Office Building and $1 million for rehabilitation of the power house).[3] MUNI has indicated there is currently insufficient funding available by MUNI, or from potential regional, state or federal funding sources to finance these improvements. This alternative was also rejected in a highest and best use study conducted in 1997 for MUNI, which identified the costs for retrofitting and rehabilitation the buildings as "too excessive and economically unrealistic."[4]

This alternative was also rejected by the sponsor because it would not meet MUNI's goal for increasing operational and storage capacity at the site. In addition, MUNI's goal to improve transfer ability for patrons between MUNI lines, as well as provide closer key stop access to the BART and MUNI Metro Balboa Park Stations would not be met. The presence of the Geneva Office Building, including the concrete stairways along the west face of the building, and required street furniture (e.g., street signs, telephone poles, traffic signals), would not permit enough space to build even a minimum-width boarding platform, without a key stop, at the proposed location.

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[3] MUNI has since hired an engineering consultant team who are currently reassessing these building rehabilitation costs. Rehabilitation of the building(s) pursuant to Secretary of the Interior's Standards for the Treatment of Historic Properties may affect overall costs. The Department of Building Inspection is providing ongoing review of structural analysis and rehabilitation cost estimates completed for the buildings.

[4] *Real Estate Appraisal Report, Geneva Office Building and Transformer Building*, Charles D. Bailey & Associates, March 28, 1997.

This alternative would be considered the environmentally superior alternative because it would not result in the loss of any buildings either holding City landmark status and/or eligibility for listing in the National Register of Historic Places, and would thus have no substantial adverse impact on historic architectural resources.

C. ALTERNATIVE C(1): PARTIAL PRESERVATION, PRIVATE RE-USE OF SITE

Under this alternative, it is assumed the project site would be sold in its current condition. The Geneva Office Building would be rehabilitated and seismically upgraded through private funding, in accordance with the requirements of applicable building code standards and the Secretary of the Interior's Standards for the Treatment of Historic Properties. However, the adjacent power house would be demolished, with the potential for new development in its location. Under this alternative, it is assumed that the Geneva Office Building could be used for private commercial use, and potential new development could be used for commercial and/or residential uses. This alternative would require changing the zoning of the project site from P (public use) to one or more commercial, residential, or mixed-use designations.

If Alternative C(1) were implemented, the significant historic architectural impacts associated with the demolition of the Geneva Office Building would not occur. In fact, the alternative would result in beneficial historic architectural and visual impacts (or enhancement) related to this building, since the it would be rehabilitated and re-used. However, the significant historic architectural impact associated with demolition of the power house, which (along with the Geneva Office Building) was determined eligible for listing in the National Register of Historic Places in 1995, would be similar to the proposed project. It is unknown whether retention of the power house provides some degree of seismic strength and what effect this might have on the overall seismic retrofit costs for the Geneva Office Building.

Given the magnitude of structural and cosmetic improvements required for rehabilitation of the Geneva Office Building, in addition to demolition of the power house and construction of potential new development in the power house's place, overall temporary construction-related effects, including those of noise, air quality, hazardous materials and transportation could be similar to, or somewhat greater than, those effects that would be experienced under the project. Regarding geology and seismicity, this alternative would seismically strengthen the Geneva Office Building in compliance with the City UMB Ordinance.

The use of the Geneva Office Building and potential new construction of private commercial and/or residential uses at the project site may be incompatible with adjacent land uses with respect to noise (including day and nighttime movement of streetcars in the adjacent Geneva Railyard, and day and nighttime maintenance of streetcars at the New Geneva Car Barn) and visual quality (views from project site of MUNI's Geneva and Green Facilities, and Upper Yard).

Following rehabilitation of the Geneva Office Building and potential construction of new development adjacent to it, these developments would be occupied, thereby generating new vehicular traffic, and increasing demand for parking and transit service. The travel demand for the project would be greater than the proposed project, but would be dependent on the specific type of private re-use of the Geneva Office Building and the new development adjacent to it. There would be difficult automobile access to these private uses due to lack of on-street parking adjacent to the site. Since no expanded LRV storage capacity would be created under this alternative, there could be incrementally less LRV storage or movements at the Geneva Facility than that which would be experienced under the project. An increase in pedestrian activity (associated with employees, residents and/or visitors of the new uses) would occur on the private property and street vicinity. Since no northbound passenger boarding island, or key stop, would be constructed, this alternative would not increase pedestrians in the site vicinity related to a new transit stop. Since the boarding island and associated street modifications would not occur under this alternative, the potentially significant increase in safety concerns of the intersection vicinity with respect to pedestrian circulation and streetcar ingress and egress would not occur (although boarding/alighting of able-bodied passengers in the street, with no boarding island at all, now occurs occasionally, and could occur more frequently in the future, thus increasing safety concerns).

The project sponsor has rejected this alternative because it would not meet MUNI's goal for increasing operational and storage capacity at the site. In addition, MUNI's goal to improve transfer ability for patrons between MUNI lines, as well as provide closer key stop access to the BART and MUNI Metro Balboa Park Stations would not be met. The presence of Geneva Office Building, including the concrete stairways along the west face of the building, and required street furniture (e.g., street signs, telephone poles, traffic signals), would not permit enough space to build even a minimum-width boarding platform, without a key stop, at the proposed location.

This alternative would require the total costs of rehabilitation and seismic upgrading to be privately funded. MUNI estimates the costs associated with the potential rehabilitation of the Geneva Office Building would be approximately $3.47 million.[3] Additional costs would be related to the demolition of the power house, and construction of potential new development in its place. Given the potential costs, it is speculative as to whether this alternative would be economically feasible for a private developer.

D. ALTERNATIVE C(2): PARTIAL PRESERVATION, PUBLIC RE-USE OF SITE

Under this alternative, it is assumed the Geneva Office Building and power house would be rehabilitated and seismically upgraded by the City in accordance with the requirements of applicable building code standards and the Secretary of the Interior's Standards for the

Treatment of Historic Properties. Following implementation of these improvements, the Geneva Office Building would be used for City use, such as for MUNI administration. However, the adjacent power house would be demolished and subsequently used for additional MUNI storage. The storage space could be capable of accommodating rail storage for approximately two additional LRVs, used for storage of equipment related to railyard operations, or provide space for additional employee parking at the site.

If Alternative C(2) were implemented, the significant historic architectural impacts associated with the demolition of the Geneva Office Building would not occur. In fact, the alternative would result in beneficial historic architectural and visual impacts (or enhancement) related to this building, since it would be rehabilitated and re-used. However, the significant historic architectural impact associated with demolition of the power house, which (along with the Geneva Office Building) was determined eligible for listing in the National Register of Historic Places in 1995, would be similar to the proposed project. It is unknown whether retention of the power house provides some degree of seismic strength and what effect this might have on the overall seismic retrofit costs for the Geneva Office Building.

Given the magnitude of structural and cosmetic improvements required for rehabilitation of the Geneva Office Building, in addition to demolition of the power house and minor new construction in the location of the power house, overall temporary construction-related effects, including those of noise, air quality, hazardous materials and transportation could be similar to those that would be experienced under the project. Regarding geology and seismicity, this alternative would seismically strengthen the Geneva Office Building in compliance with the City UMB Ordinance.

Following rehabilitation of the Geneva Office Building, this building would be occupied, thereby generating new vehicular traffic, and increasing demand for parking and transit service. The travel demand of the Geneva Office Building re-use would be greater than the proposed project, and could be expected to be relatively similar to conditions that which existed when the building was being used prior to the Loma Prieta earthquake. The re-use of the former power house site for additional rail storage and/or employee parking could incrementally increase traffic generated at the site. If the area were used for employee parking, these parking facilities could be used to accommodate occupants of the Geneva Office Building. Under the additional rail storage option, there would be incrementally less LRV storage or movements at the Geneva Facility than that which would be experienced under the project. However, MUNI has indicated the cost versus benefits of constructing rail storage for just two LRVs would not likely make that storage option feasible.

An increase in pedestrian activity (associated with employees, and/or visitors of the new uses) would occur on the private property and street vicinity. Since no northbound passenger boarding island, or key stop, would be constructed, this alternative would not increase pedestrians in the site vicinity related to a new transit stop. Since the boarding island and associated street modifications would not occur under this alternative, the potentially significant increase in safety concerns of the intersection vicinity with respect to pedestrian circulation and streetcar ingress and egress would not occur (although boarding/alighting of able-bodied passengers in the street, with no boarding island at all, now occurs occasionally, and could occur more frequently in the future, thus increasing safety concerns).

The project sponsor has rejected this alternative because it believes this alternative is economically infeasible. MUNI estimates the costs associated with the potential rehabilitation of the Geneva Office Building would be approximately \$3.47 million.[3] MUNI has indicated there is currently insufficient funding available by MUNI, or from potential regional, state or federal funding sources to finance these improvements.

This alternative was also rejected because it would not fully meet MUNI's goal for increasing operational and storage capacity at the site. In addition, MUNI's goal to improve transfer ability for patrons between MUNI lines, as well as provide closer key stop access to the BART and MUNI Metro Balboa Park Stations would not be met. The presence of the Geneva Office Building, including the concrete stairways along the west face of the building, and required street furniture (e.g., street signs, telephone poles, traffic signals), would not permit enough space to build even a minimum-width boarding platform, without a key stop, at the proposed location.

CHAPTER II
PROJECT DESCRIPTION

A. SITE LOCATION AND PROJECT CHARACTERISTICS

The project site is located in the Outer Mission district of San Francisco, near the southeast corner of San Jose Avenue and Geneva Avenue, within the west portion of Lot 36 of Assessor's Block 6972. The project site encompasses an approximate 0.505-acre area within a 2.65-acre MUNI storage and maintenance facility (the MUNI Geneva Facility) (see Figure 1).

The proposed project is to demolish an office building (commonly known as the Geneva Office Building), which is a City landmark and eligible for the National Register of Historic Places (NRHP). The project would also demolish an attached former power house (see Figure 2), which is also eligible for the NRHP. The buildings, owned by MUNI, have been in disrepair for many years when they were damaged during the 1989 Loma Prieta earthquake. The buildings have been in need of extensive seismic, structural and cosmetic repair. Following the Loma Prieta earthquake, the buildings were inspected and determined by the Utilities Engineering Bureau (UEB) of the San Francisco Public Utilities Commission (now the Public Transportation Commission) to be unsafe to occupy.[5] UEB also considered the buildings to be a falling hazard to the public and a collapse hazard in the event of an earthquake. MUNI has since hired an engineering consultant team who has reviewed the UEB report and concurs with their determinations.[6] However, the Department of Building Inspection (DBI), which maintains authority for the City regarding building safety, has never officially made a determination regarding the status of the subject buildings. DBI is conducting an ongoing review of the UEB report and consultant information. The buildings are currently vacant.

MUNI has evaluated options for determining the best use for the project site, including rehabilitation and re-use of the buildings, and demolition of the buildings. MUNI estimates the costs associated with the potential rehabilitation of the buildings would exceed $4.47 million.[7] Given the limited availability of funding for the project by MUNI, or from potential regional, state or federal funding sources, MUNI has determined that demolishing the buildings is the

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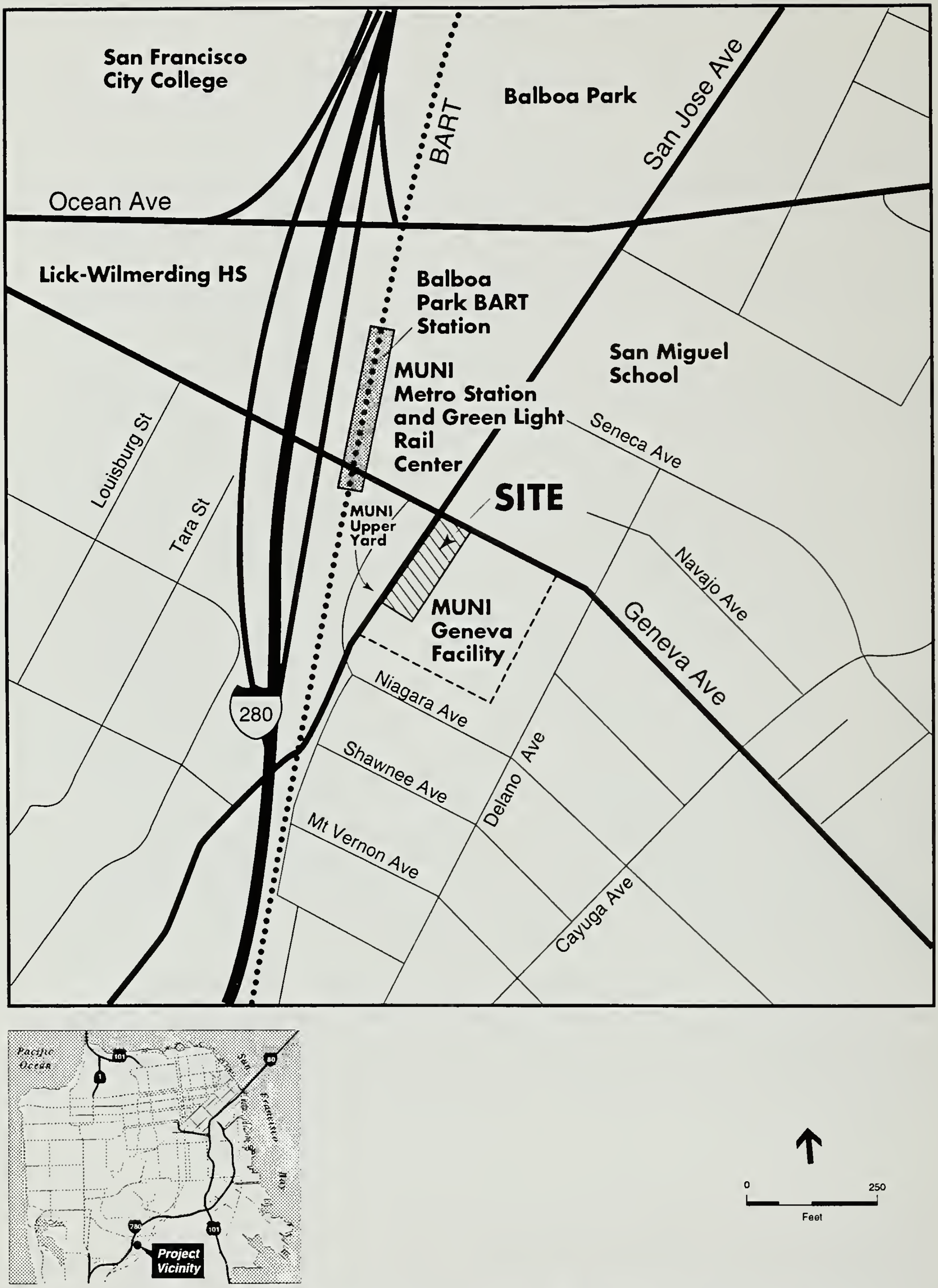
[5] *Report on Structural Survey and Repair Cost Estimate for Geneva Office Building and Transformer Building*, San Francisco Public Utilities Commission, April 13, 1990.

[6] Letter from Olivia Chen Consultants, Inc. to MUNI, October 23, 1998.

[7] MUNI has since hired an engineering consultant team who are currently reassessing these building rehabilitation costs. Rehabilitation of buildings pursuant to Secretary of the Interior's Standards for the Treatment of Historic Properties may affect overall costs. DBI is providing ongoing review of structural analysis and rehabilitation cost estimates completed for the buildings.

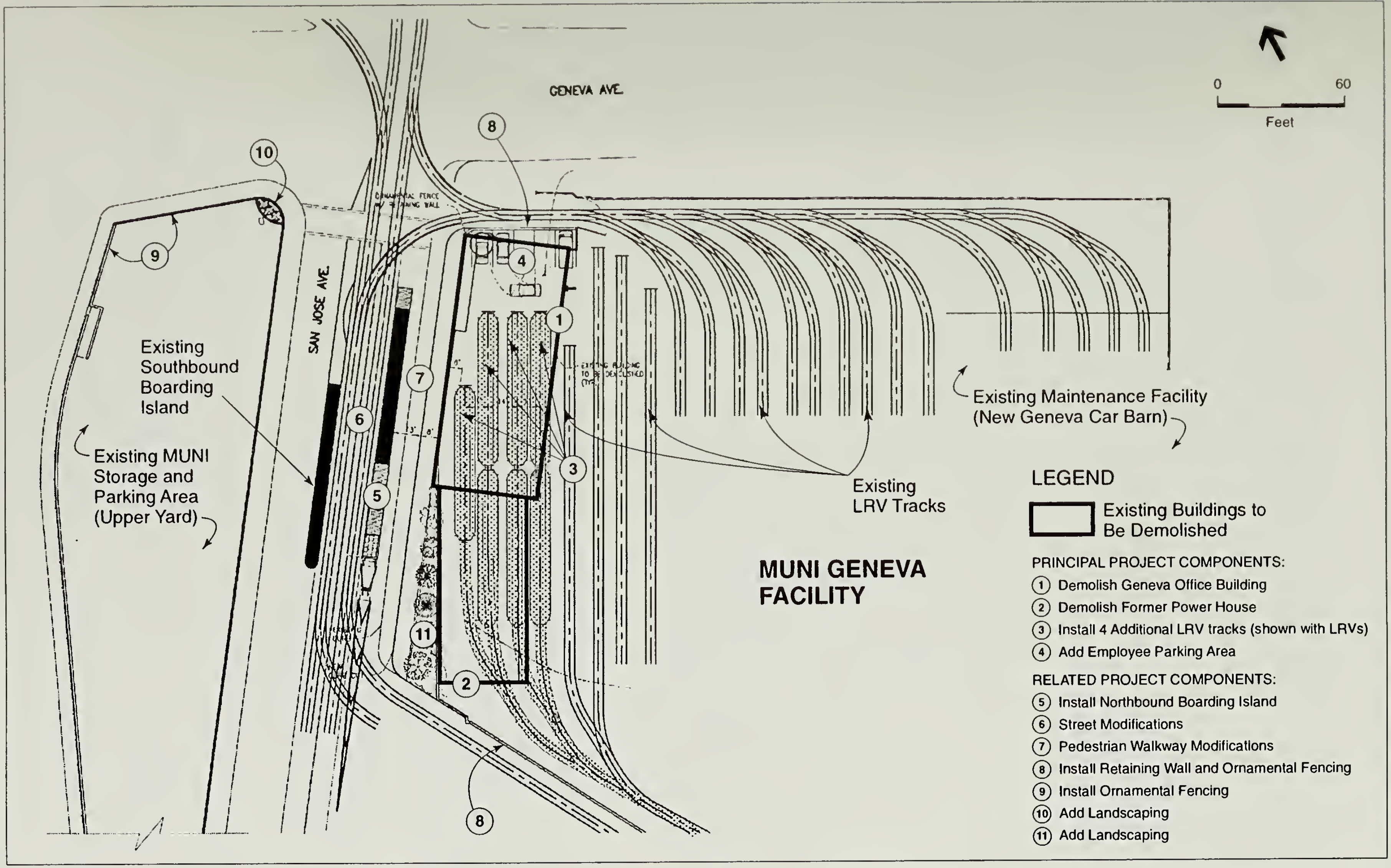


SOURCE: Environmental Science Associates

Geneva Office Building and Power House Demolition Project / 940213C ■

Figure 1

Project Location


GENEVA AVE.
SAN JOSE AVE.
0
60
Feet
ORNAMENTAL FENCE W/ RETAINING WALL
EXISTING BUILDING TO BE DEMOLISHED (TYP)
Existing Southbound Boarding Island
Existing MUNI Storage and Parking Area (Upper Yard)
Existing Maintenance Facility (New Geneva Car Barn)
Existing LRV Tracks
MUNI GENEVA FACILITY
LEGEND
Existing Buildings to Be Demolished
PRINCIPAL PROJECT COMPONENTS:
① Demolish Geneva Office Building
② Demolish Former Power House
③ Install 4 Additional LRV tracks (shown with LRVs)
④ Add Employee Parking Area
RELATED PROJECT COMPONENTS:
⑤ Install Northbound Boarding Island
⑥ Street Modifications
⑦ Pedestrian Walkway Modifications
⑧ Install Retaining Wall and Ornamental Fencing
⑨ Install Ornamental Fencing
⑩ Add Landscaping
⑪ Add Landscaping
1
2
3
4
5
6
7
8
9
10
11

SOURCE: San Francisco Public Transportation Department

Figure 2
Proposed Site Plan

most feasible option. The Federal Emergency Management Agency (FEMA) is contributing funds (approximately $0.4 million) towards the costs of demolition of these buildings.[8]

The MUNI Geneva Facility and the Curtis E. Green Light Rail Facility (located cross-corner from the project site) serve as the headquarters for MUNI's streetcar operations. The MUNI Geneva Facility consists of the project buildings to be demolished (Geneva Office Building and power house), the New Geneva Car Barn and the Geneva Railyard. All Light Rail Vehicles (LRVs), President's Conference Cars (PCCs) and historic streetcars are stored and maintained at MUNI's Geneva and Green Facilities. The current rail vehicle fleet includes 128 LRVs and 32 PCCs and historic streetcars.

Following demolition of the buildings, the site would provide MUNI with additional operational and storage space. Specifically, the site would be paved and up to four new rail storage tracks and electrical overhead lines would be installed (see Figure 2). These tracks would be capable of storing approximately seven LRVs (i.e., the Boeing, or Standard LRVs, or the new Breda LRVs) or additional vehicles from MUNI's PCC and historic fleet. In addition, approximately five employee off-street parking spaces would be provided in the north portion of the site (see Figure 2). However, employment at, and hours of operation of, the Geneva Facility would not change under the project.

The City designated the Geneva Office Building a City landmark in 1986 (Landmark No. 180). In 1995, FEMA, in accordance with Section 106 of the National Historic Preservation Act, determined the structures and adjacent yard property eligible for the NRHP. The State Office of Historic Preservation concurred with FEMA's determination.

The Geneva Office Building and adjacent power house were constructed in 1901. The office building is a two-story plus basement wood frame building with exterior and interior unreinforced masonry (brick) walls. The building is 45 feet high and roughly 122 feet by 47 feet in plan, with a total floor area of approximately 11,500 square feet. The former power house is located south of, and adjacent to, the office building. The former power house is a one-story building with an interior elevated platform that extends the length of the west wall. The building is 28 feet high and approximately 90 feet by 37 feet in plan, with an approximate floor area of 3,300 square feet. The building contains a reinforced concrete roof slab and beams supported on steel trusses. The north side of the roof is supported on the south wall of the adjacent office building. The exterior walls consist of unreinforced masonry construction, with a cement encasement of the exterior west and south walls from the mezzanine to the roof. No transformers currently exist in the former power house.

As a related action, MUNI would consider options for relocating a key stop (for wheelchair access) from its current location on San Jose Avenue at Seneca Avenue (two blocks north of the project site), to San Jose Avenue adjacent to the project site. Potential boarding island designs are presented in Appendix C (for illustrative purposes, Figure 2 presents one of the potential designs.) Currently, there is not sufficient space to accommodate the proposed boarding island without affecting the existing office and power house buildings. Required modifications to San Jose Avenue in the proposed boarding island vicinity following demolition of the buildings would include minor street widening and restriping, and realignment of the pedestrian curb adjacent to the project site. The existing setback from the curb along the east side of San Jose Avenue to the project buildings ranges between approximately 16 and 32 feet, depending on location. Relocating the curb to the east would narrow this width by approximately six to ten feet, depending on boarding island design, allowing for a corresponding increase in street width. A retaining wall is proposed along the west side of the Geneva Facility, topped by a new ornamental wrought iron fence (of similar design to the existing iron fence at the facility). Other proposed new construction would include replacement of the existing chain link fence that surrounds the existing employee parking lot located west of San Jose Avenue with an ornamental wrought iron fence, and new landscaping along San Jose Avenue adjacent to the Geneva Facility, and at the southwest corner of San Jose and Geneva Avenues.

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[8] FEMA has determined the project to be eligible for a Categorical Exclusion from federal environmental review, pursuant to FEMA's implementation guidelines for the National Environmental Policy Act (NEPA).

B. PRIOR AUTHORIZATIONS SOUGHT

In 1992, MUNI applied for a Certificate of Appropriateness to demolish the power house (Case No. 92.514A). At that time, MUNI planned to utilize the power house site as a staging area for re-railing part of the Geneva Yard. This project included shoring up (but not rehabilitation or reoccupation of) the Geneva Office Building. The Landmarks Preservation Advisory Board recommended denial of the proposed powerhouse demolition. For that reason, and because the need for a staging area was immediate (and ultimately accommodated at an off-site location), MUNI abandoned its plan to demolish the power house at that time.

C. PROJECT SPONSOR'S OBJECTIVES

The primary objective of the project sponsor is to remove an existing safety hazard to MUNI employees and to the public in the immediate vicinity of the buildings. The space opened up by the removal of the buildings would permit MUNI to increase operational and storage capacity at the site for its existing and planned rail fleet, as well as increase on-site employee parking capacity.

The project sponsor seeks to eliminate the negative visual effects exhibited at the site (unmaintained exterior, including boarded up and broken windows on the buildings, and safety fencing along San Jose Avenue), and remove the potential for further vandalism that has occurred with the vacant buildings. In addition, the project sponsor seeks to enhance the visual appearance of the frontages along San Jose and Geneva Avenues by installing new ornamental fencing and/or landscaping.

The primary objective of the proposed key stop relocation is to provide an improved transfer point for patrons between MUNI lines. In addition, the project sponsor seeks to provide a northbound key stop that is closer to the Bay Area Rapid Transit (BART) and MUNI Metro Balboa Park Station entrances than the existing key stop location.

D. VARIANT TO THE PROPOSED PROJECT

Although not the project sponsor's preferred project, a variant is under consideration. The variant would involve demolition of the Geneva Office Building and power house as proposed under the project; however, subsequent to demolition, the project site would be paved over and left vacant for potential future development of an undetermined private use (other than additional MUNI rail storage) or public use. It is assumed that the proposed relocation of the key stop would occur under this variant, as is proposed under the preferred project.

This variant would be consistent with the project sponsor's objectives removing an existing safety hazard to MUNI employees and to the nearby public in the immediate vicinity of the buildings. In addition, by relocating the key stop, MUNI's goal to improve transfer ability for patrons between MUNI lines, as well as provide closer key stop access to the Balboa Park BART station would be met. However, under this variant, since there would be no increase in new LRV rail tracks and employee vehicle parking, this variant would not be consistent with MUNI's goal for increasing operational and storage capacity at the site.

In this EIR, "the project," unless otherwise specified, refers to the sponsor's preferred project, described above in Section II.A.

E. PROJECT APPROVAL REQUIREMENTS AND GENERAL PLAN POLICIES

This EIR will undergo a public comment period as noted on the cover, including comment and review by the Landmarks Preservation Advisory Board, and a public hearing before the Planning Commission on the Draft EIR. Following the public comment period, responses to written and oral comments will be prepared and published in a Draft Summary of Comments and Responses document. The Draft EIR will be revised as appropriate and presented to the Planning Commission for certification as to accuracy, objectivity, and completeness. Certification of the EIR may be appealed to the Board of Supervisors. No approvals or permits may be issued before the Final EIR is certified.

The project would require approval of demolition and building permits, which would require review and approval by the Planning Department and Department of Building Inspection. In addition, the project would require approval of a Certificate of Appropriateness for demolition of a City landmark. The Landmarks Preservation Advisory Board would review the Certificate of Appropriateness and make a recommendation as to the project's conformance with the standards of Article 10 of the City Planning Code, and the Secretary of the Interior's Standards for the Treatment of Historic Properties, prior to consideration by the Planning Commission. Characteristics of City designated landmarks, and procedures and standards relative to Certificates of Appropriateness are contained in Article 10 of the City Planning Code. In particular, Article 10, Section 1006.7(b) of the City Planning Code states "For applications pertaining to landmark sites, the proposed work shall preserve, enhance or restore, and shall not damage or destroy, the exterior architectural features of the landmark and, where specified in the designating ordinance for a publicly owned landmark, its major interior architectural features. The proposed work shall not adversely affect the special character or special historical, architectural or aesthetic interest or value of the landmark and its site, as viewed both in themselves and in their setting, nor of the historic district in applicable cases."

The Secretary of the Interior's Standards for the Treatment of Historic Places contains a number of applicable guidelines for the preservation of historic buildings, including:

1. A property will be used as it was historically, or be given a new use that maximizes the retention of distinctive materials, features, spaces, and spatial relationships. Where a treatment and use have not been identified, a property will be protected and, if necessary, stabilized until additional work may be undertaken.

2. The historic character of a property will be retained and preserved. The replacement of intact or repairable historic materials or alteration of features spaces, and spatial relationships that characterize a property will be avoided.

3. Each property will be recognized as a physical record of its time, place, and use. Work needed to stabilize, consolidate, and conserve existing historic materials and features will be physically and visually compatible, identifiable upon close inspection, and properly documented for future research.

4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.

5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.

6. The existing condition of historic features will be evaluated to determine the appropriate level of intervention needed. Where the severity of deterioration requires repair or limited replacement of a distinctive feature, the new material will match the old in composition, design, color, and texture.

7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

The project also would be subject to the requirements of Section 106 of the National Historic Preservation Act of 1966, as amended, because of FEMA funding for demolition. The proposed boarding island and associated street modifications would require approval by the Department of Parking and Traffic and Department of Public Works; in addition, the proposed curb cut along San Jose Avenue would require approval by the Board of Supervisors.

Environmental plans and policies, like the Bay Area Air Quality Plan, directly address physical environmental issues and/or contain standards or targets that must be met in order to preserve or improve specific components of the City's physical environment. The proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy.

On November 4, 1986, the voters of San Francisco passed Proposition M, the Accountable Planning Initiative, which established eight Priority Policies. Subsequently, the Planning Code was amended to include these Policies which are now set forth in Section 101.1. These policies are: preservation and enhancement of neighborhood-serving retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to issuing a Certificate of Appropriateness for the proposed project, the Planning Commission is required to address the proposed project's consistency with the Priority Policies.

The City and County of San Francisco *General Plan* provides general policies and objectives to guide land use decisions. In the case of the proposed project, there is no obvious or substantial conflict with any such policy other than the issue of historic preservation. In general, potential conflicts with the *General Plan* are considered by the decisions-makers (normally the Planning Commission) independently of the environmental review process, as part of the decision to approve, modify or disapprove a proposed project. Any potential conflict not identified here could be considered in that context, and would not alter the physical environmental effects of the proposed project. Some of the key objectives and policies are noted here:

URBAN DESIGN ELEMENT

- Objective 2, Policy 4, to "Preserve notable landmarks and areas of historic, architectural or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past development."

- Objective 2, Policy 7, to "Recognize and protect outstanding and unique areas that contribute in an extraordinary degree to San Francisco's visual form and character."

COMMERCE AND INDUSTRY ELEMENT

- Objective 1, Policy 1, to "Encourage development which provides substantial net benefits and minimizes undesirable consequences. Discourage development which has substantial undesirable consequences that cannot be mitigated."

- Objective 1, Policy 2, to "Assure that all commercial and industrial uses meet minimum, reasonable performance standards."

- Objective 1, Policy 3, to "Locate commercial and industrial activities according to a generalized commercial and industrial plan."

COMMUNITY SAFETY ELEMENT

- Objective 2, to "Reduce structural and non-structural hazards to life safety, minimize property damage and resulting social, cultural and economic dislocations resulting from future disasters."

- Objective 2, Policy 2.8, to "Preserve, consistent with life safety considerations, the architectural character of buildings and structures important to the unique visual image of San Francisco, and increase the likelihood that architecturally and historically valuable structures will survive future earthquakes."

TRANSPORTATION ELEMENT

- Objective 1, Policy 1.1, to "Involve citizens in planning and developing transportation facilities and services, and in further defining objectives and policies as they relate to district plans and specific projects."

- Objective 2, Policy 2.4, to "Organize the transportation system to reinforce community identity, improve linkages among interrelated activities and provide focus for community activities."

- Objective 4, Policy 4.5, to "Provide convenient transit service that connects the regional transit network to major employment centers outside the downtown area.

- Objective 4, Policy 4.6, to "Facilitate transfers between different transit modes and services by establishing simplified and coordinated fares and schedules, and by employing design features to make transferring more convenient."

- Objective 20, to "Give first priority to improving transit service throughout the City, providing a convenient and efficient system as a preferable alternative to automobile use."

- Objective 20, Policy 20.5, to "Place and maintain all sidewalk elements, including passenger shelters, benches, trees, newsracks, kiosks, toilets, and utilities at appropriate transit stops according to established guidelines."
- Objective 21, Policy 21.1, to "Provide transit service from residential areas to major employment centers outside of downtown.

- Objective 21, Policy 21.4,to "Provide for improved connectivity and potential facility expansion where any two fixed guideway transit corridors exist."

- Objective 21, Policy 21.7, to "Make convenient transfers between transit lines, systems and modes possible by establishing common or closely located terminals for local and regional transit systems and by coordinating fares and schedules."

- Objective 21, Policy 21.10, to "Ensure passenger and operator safety in the design and operation of transit vehicles and station facilities."

- Objective 21, Policy 21.11, to "Ensure the maintenance and efficient operation of the fleet of transit vehicles."

CHAPTER III

ENVIRONMENTAL SETTING AND IMPACTS

A. ZONING AND LAND USE

The Initial Study concluded that the project would not have significant adverse zoning or land use impacts. However, such information is included in the EIR for informational purposes.

The vacant buildings proposed to be demolished are located within the northwest portion of an existing MUNI maintenance and storage yard, named the MUNI Geneva Facility. Land uses in the project site vicinity include the rest of the MUNI Geneva Facility (including the New Geneva Car Barn and Geneva Rail Yard) immediately east and south of the site; additional MUNI storage and parking facilities (MUNI Upper Yard) located west of the site across San Jose Avenue, the MUNI Curtis E. Green Light Rail Facility located northwest of the site, a restaurant north of the site across Geneva Avenue, and a rug cleaning business located south of the Geneva Yard. The residences nearest to the project site are located along San Jose Avenue north of the site, along Niagara Avenue south of the site, and along Geneva Avenue and Delano Avenue east of the site. The proposed land use would not constitute a significant adverse change from the existing uses on the site.

The project site is within a P (Public) Use District. The *City Planning Code* states that the P District "is to apply to land that is owned by a governmental agency and in some form of public use, including open space" (Section 234). No rezoning of the project site would be required for the proposed project. Zoning immediately northwest, west, south and east of the project site is P, including the rest of the MUNI Geneva Facility, the MUNI Upper Yard, the MUNI Light Rail Facility, Balboa BART Station, and Interstate 280. Immediately north of the project site across Geneva Avenue is NC-1 (Neighborhood Commercial Cluster). The residential area south and east of the Geneva Facility is RH-1 (House, One-Family).

The majority of the project site is within a 105-E Height and Bulk District (105-foot maximum height limit, limits on bulk above 65 feet), with the remainder in a 40-X Height and Bulk District (40-foot maximum height limit, no bulk limit). The surrounding vicinity consists of 105-E Height and Bulk District immediately to east and west of project site, 160-E northwest of the project site (at Balboa BART Station), and 40-X. The project would be within the height and bulk limits of the districts in which it is located.

B. HISTORIC ARCHITECTURAL RESOURCES

SETTING

CITY LANDMARK

Article 10 of the *City Planning Code* defines the standards and procedures for the designation and preservation of historical, architectural and aesthetic landmarks in the City. City landmarks consist of "structures, sites and areas that are reminders of past eras, events and persons important in local, state, or national history, or which provide significant examples of architectural styles of the past or are landmarks in the history of architecture, or which are unique and irreplaceable assets to the city and its neighborhoods, or which provide for this and future generations examples of the physical surroundings in which past generations lived." (Section 1001(a)). The Geneva Office Building was designated a City landmark (No. 180) in January, 1986. The history of the building and its designation as a City landmark are described in greater detail, below.

RATING BUILDINGS OF ARCHITECTURAL AND HISTORIC IMPORTANCE

Between 1974 and 1976, the San Francisco Planning Department conducted a citywide survey of architecturally significant[9] buildings, rating approximately the best 10 percent of San Francisco's buildings from a low "0" to a high of "5." The inventory assessed the architectural significance of the surveyed structures from the standpoint of overall design and particular design features. Both contemporary and older buildings were included; historical associations were not considered. Each building was given two summary numerical ratings, one for architectural quality and one for overall architectural significance and urban design context (the latter rating is most commonly referred to). In the estimation of the inventory participants, buildings rated "3" or higher represent approximately the best two percent of the City's architecture. The Geneva complex received a rating of "4" for architectural quality, and a rating of "3" for overall architectural significance.

NATIONAL REGISTER OF HISTORIC PLACES

The National Register of Historic Places (NRHP)is the official U.S. government list of properties that have architectural, historical or cultural significance at the national, state or local level. The NRHP is administered by the National Park Service, an Agency of the Department of the Interior. Listing of a property in the NRHP does not prohibit demolition or alteration of that property, but does denote that the property is a resource worthy of recognition and protection. For federally funded or approved projects, the lead federal agency must make a formal determination regarding the project's effect on resources listed in the NRHP, pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended.

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[9] The word significant in the context of historic architectural resources denotes a resource's importance, in that context, and is differentiated it from its use in the context of CEQA review, where it denotes an effect that constitutes a substantial adverse change in the environment.

To be eligible for listing on the NRHP, a property must meet one or more of the four specific criteria associated with a significant theme or pattern in the history, architecture, archaeology, engineering, or culture of an area. A property may possess significance for its prehistoric or historic association with events (Criterion A), its prehistoric or historic association with significant persons (Criterion B), its embodiment of a type or form of construction or for aesthetic values, or its representation of the work of a master, or its possession of high artistic value (Criterion C), or its yielding or potential to yield important information (Criterion D). Appendix C provides additional detail on these criteria.

In 1995, FEMA, with concurrence by the State Office of Historic Preservation, determined the project buildings and adjacent yard property to be eligible for listing in the NRHP (under Criterion A, pattern of events, and Criterion B, association with significant persons).

UNREINFORCED MASONRY BUILDING SURVEY AND ORDINANCE

In 1990, the Landmarks Preservation Advisory Board completed an architectural and historical survey of privately owned unreinforced masonry buildings (UMBs) in San Francisco.[4] This report reviewed prior surveys, including the 1976 Citywide Survey, surveys by the Foundation for San Francisco's Architectural Heritage (Heritage), the General Plan and Planning Code, and state and federal listings. The Geneva Office Building and power house were not included in the UMB survey.

In 1993, the City adopted the Unreinforced Masonry Building Seismic Retrofit Program with the primary goal of reducing earthquake-related life safety hazards associated with the buildings subject to the ordinance. Among the other goals of the program is protection and retention of existing UMBs with architectural merit. The program includes adoption of Architectural Guidelines for retrofit of UMBs.

The San Francisco Department of Building Inspection has compiled a list of approximately 2,070 UMBs in the City. Of these, about 1,675 are subject to the Unreinforced Masonry Building Ordinance, which was passed in 1992, and which requires that these buildings be seismically strengthened by a deadline (from 1997 to 2006) that is based on the "risk level" to which each building is assigned. The Geneva Office Building and power house are UMBs, and therefore, are subject to the requirements of the ordinance, although they were not included on the UMB list.

PROJECT VICINITY

The only other City landmark in the project vicinity is Balboa High School (City Landmark No. 205), located several blocks to the northeast of the project site.

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[10] Survey prepared by Landmarks Preservation Advisory Board, 1990. A copy of this survey is available for public review at the San Francisco Planning Department, 1660 Mission Street, San Francisco.

HISTORY OF THE SAN FRANCISCO AND SAN MATEO ELECTRIC RAILROAD[11]

The San Francisco and San Mateo Railroad Company (SF&SM), founded in 1889 by Berend and Isaac Joost, was the first company to provide electric rail service in San Francisco. The SF&SM was primarily created to link the farms of San Mateo and the City of San Francisco and in part, to enhance the Joost's real estate holdings in San Mateo. San Francisco's first electric trolley line, the San Mateo Electric Road (also known as "Joost Road") began operations on April 27, 1892. The original route followed through downtown, south through the Inner and Outer Mission Districts (which were just opening up to for settlement at the time) via San Jose Avenue, and into San Mateo County, terminating at the Holy Cross Cemetery (in Colma).

Public loyalty to the existing cable car system (begun in 1873) along the with popular and governmental antipathy towards the "unsightly" overhead wires required by the electric railcars contributed to slow acceptance of the Electric Road. However, by 1894, the SF&SM expanded its service, including a rail spur to Golden Gate Park and extension of the Electric Road south to South San Francisco.

A combination of low ridership and rapid expansion led to the foreclosure of the SF&SM. On April 11, 1896, a group of investors, headed by John D. and Adoph B. Spreckels, purchased and reorganized the company as the San Francisco and San Mateo *Electric* Railroad Company (SF&SM ERC). It is generally believed that John D. Spreckels commissioned the construction of the Geneva Avenue Shops [now known as the MUNI Geneva Facilities, and including the Geneva Office Building and power house (see Building Histories, below)].

On May 12, 1901 (two weeks after the opening of the Geneva Avenue Shops) the SF&SM ERC was purchased by the House of Brown Brothers (Baltimore Syndicate). Between 1901 and 1902, the Baltimore Syndicate purchased several other electric railroad and cable car companies in the City (including the Market Street Railway, Sutter Street Railway and Sutro Railway). The Baltimore Syndicate consolidated the various lines under the newly incorporated United Railroads of San Francisco (URR) in 1902.

The Great Earthquake and subsequent fire of April 18, 1906 destroyed the majority of URR's electric and cable railways. An urgent need for renewed public transportation led to electrification of most of URR's holdings. URR continued operations until April 1, 1921 when it was reorganized as the Market Street Railway Company. The Market Street Railway Company operated until September 29, 1944, when it was finally absorbed by the City and County of San Francisco's Municipal Railway.

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[11] Information from the following sources: National Register of Historic Places Criteria of Eligibility for the Geneva Office Building and yard property, FEMA, September 1995; *The Journal of the Bay Area Electric Railroad Association: San Francisco's Pioneer Interurban Electric Railway - The San Francisco and San Mateo Electric Railway*, Emiliano, J. Echeverria and Walter E. Rice, Winter 1994-1995; *Historical and Architectural Documentation and Analysis for the San Francisco Municipal Railway's Car Barn Complex at Geneva and San Jose Avenues*, G. Bland Platt Associates; Final Case Report for Geneva Office Building, Landmarks Preservation Advisory Board, June 5, 1985.

The historic electric railcars remained in full service until 1978, when the Light Rail Vehicles (LRVs) were activated as the City's main electric rail vehicles.

PROJECT SITE[12]

Building Histories

At the time of its founding, the SF&SM Railroad Company established its car house and power house at Sunnyside Avenue (now Monterey Boulevard) and Joost Street. However, by late 1899, the new railroad company owner [the SF&SM *Electric* Railroad Company (see SF&SM Electric Railroad history, above)] determined a new facility was required to accommodate expansion of service and growing ridership. The SF&SM ERC acquired property at the intersection of San Jose Avenue and Geneva Avenue, and began construction of the Geneva Avenue Shops on July 15, 1900. The brick complex consisted of four structures: a two-story administration building and single story transformer room (now known as the Geneva Office Building and power house), a twenty-track single-story car shed and a single story blacksmith shop. The complex opened for business on April 22, 1901 (the power house was completed later that year).

The Geneva Office Building served as headquarters for a unique funeral car service under the SF&SM and the URR. Spurs off the Electric Road connected San Francisco to various cemeteries in the surrounding areas. The service consisted by a fleet of three finely-appointed electric cars built for the sole function of conducting funerals. Each car had a front compartment for the coffin and a chair section in the rear for the mourners. The cars were equipped with a coffin elevator. This funeral service operated until March, 1916.

Major carmen labor strikes in 1906, 1907 and 1917 affected San Francisco by cutting transportation service to the public. In order to boost morale and keep peace at the Geneva Avenue Shops, URR ordered various alterations to the Geneva Office Building. The second floor was opened as a large social hall for company celebrations during times of "labor peace," and was easily converted into dormitories for live-in strike breakers. An exterior doorway was opened into the hall on the east elevation to allow strike-breakers direct access to the yard to avoid contact between strike-breakers and striking employees.

During the years between 1956 to 1979 the Geneva Avenue Shops was the only operating streetcar depot in the San Francisco Bay Area. The adjacent car barn was demolished in the late 1970s. The power house was abandoned sometime prior to 1981 when a new power grid was established to serve the new Boeing LRVs . Operations began to shift across the street the new Curtis E. Green Light Rail Facility as the new LRVs were introduced, replacing the historic electric railcars. The Geneva Office Building remained in use until it was damaged and closed as a result of the Loma Prieta Earthquake, in October 1989.

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[12] *ibid.*

The design of the project buildings has been generally attributed to the Reid Brothers (James W. and Merritt Reid), an important San Francisco architectural design firm. However, neither original drawings nor specific references in a primary source have been found. The Reid Brothers also are responsible for the design of numerous notable buildings in San Francisco, including the Grand Fairmont Hotel (San Francisco Landmark No. 185), the First Congregational Church (San Francisco Landmark No. 177), the Fitzhugh Building (demolished), and the Hale Brothers Department Stores on Market Street.

Building Construction

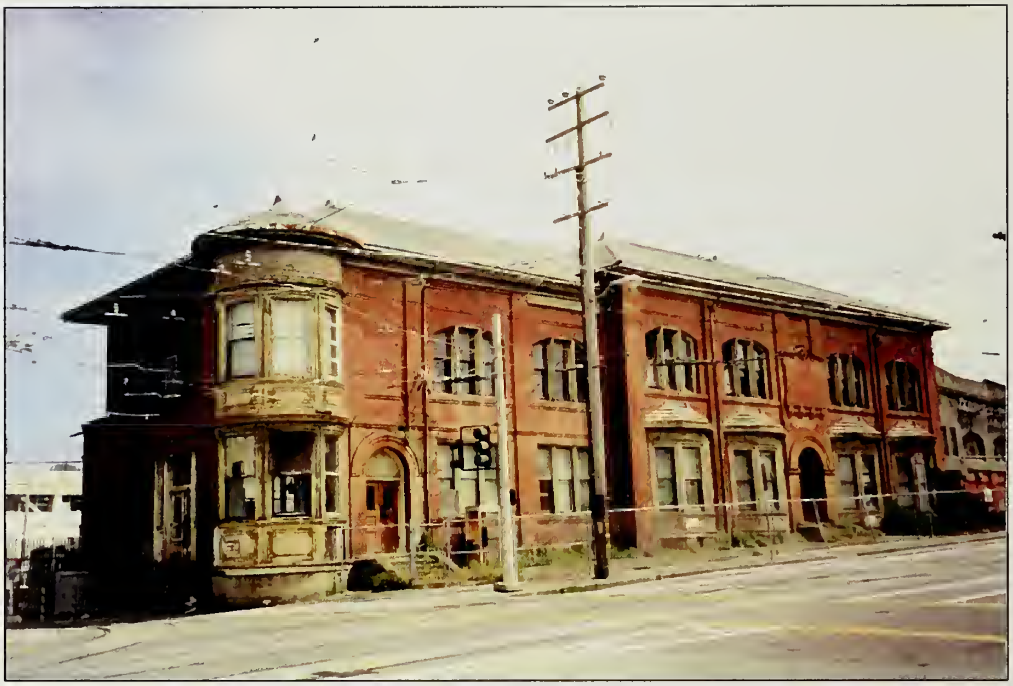
The office building is a two-story plus basement wood frame building with exterior and interior unreinforced masonry (brick) walls. The building is 45 feet high and roughly 122 feet by 47 feet in plan, with a total floor area of approximately 11,500 square feet. The former power house is located south of, and adjacent to, the office building. The power house is a one-story building with an interior elevated platform that extends the length of the west wall. The building is 28 feet high and approximately 90 feet by 37 feet in plan, with an approximate floor area of 3,300 square feet. The building contains a reinforced concrete roof slab and beams supported on steel trusses. The walls consist of unreinforced masonry construction, with a cement encasement of the exterior west and south walls from the mezzanine level to the roof. The north side of the power house roof is supported on the south wall of the adjacent office building. Figure 3 presents photographs of the existing Geneva Office Building and power house.

The office building and power house serves as a late example of Romanesque Revival style, but incorporates elements from other styles, including the office building's Queen Anne influenced corner wood turrets, and the Mission Revival Style influenced wide end bays of the power house. The fenestration was carefully integrated in the design, consisting of curve-glazed double-hung wood windows at the turrets of the office building, and tri-partite wood windows along the linear facades, interrupted by two roman arched entrances on the west elevation. The upper and lower floors of the office building are further differentiated by segmental brick arches at the second floor, while the south four bays on the west elevation have wood-framed projecting bay windows.

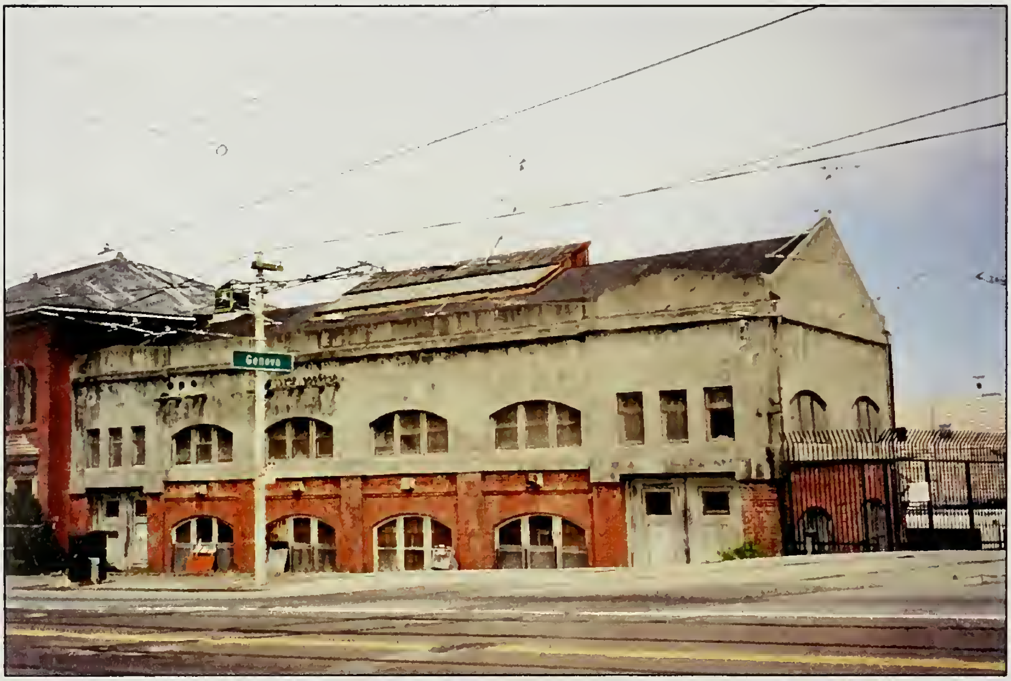
In 1910, the power house was altered with changes to the multi-paned windows, in addition to partial cement encasement of the exterior walls described above. While the power house windows remained into tri-partite groups, the windows of the central bay became considerably broader and acquired shallow segmental arches. These broad, shallow arched openings provided a much stronger connection to the fenestration of the office building.

Building Condition

The Geneva Office Building is reputed to be one of the few buildings in San Francisco today to show actual, physical damage by the Great Earthquake (April 18, 1906). During the earthquake, the entire second floor façade on the north elevation collapsed, and partial collapse of the corresponding section of the east elevation. Restoration included a wood frame repair to the



View of Geneva Office Building- West Elevation



View of Power House- West Elevation

SOURCE: Environmental Science Associates

Figure 3
Building Photographs

collapsed wall sections and the addition of wooden diagonal bracing in the window arches. Full service to the building resumed on May 10, 1906. By 1928, the exterior of the previously collapsed walls were wrapped in tar paper, which remains today. Less conspicuous diagonal bracing in the second floor window arches was installed in the mid-1960s.

Structural analyses conducted by Kaiser Engineers in 1966, and by Morrison-Knudsen Engineers, Inc. in 1987 determined structural deficiencies in the project buildings as a result of previous earthquake damage. The Loma Prieta Earthquake (October 17, 1989) contributed substantial further damage to the buildings. Following the Loma Prieta Earthquake, the Utilities Engineering Bureau (UEB) of the San Francisco Public Utilities Commission (now the Public Transportation Commission) inspected the office building and power house, and determined the buildings to be unsafe to occupy.[13] The UEB determined that the buildings did not meet seismic requirements of the San Francisco Building Code, and presented a falling hazard to the public and a collapse hazard to any occupants from earthquake movement. MUNI has since hired an engineering consultant team who has reviewed the UEB report and concurs with their determinations.[14] However, the Department of Building Inspection (DBI), which maintains authority for the City regarding building safety, has never officially made a determination regarding the status of the subject buildings. DBI is conducting an ongoing review of the UEB report and consultant information. The buildings are currently vacant. The wooden doors, windows and trim of the buildings have been neglected over the years, suffering various levels of deterioration. The wooden eave and soffit components appear to be in poor condition, with between 40-100 percent unsalvageable. The interior of the buildings have been harmed by the intrusion of rainwater, vandalism, and the presence of a large resident flock of pigeons.

Historic and Architectural Significance of the Geneva Office Building and Power House

In 1995, FEMA, with concurrence by the State Office of Historic Preservation, determined the project buildings and adjacent yard property to be eligible for listing in the NRHP (under Criterion A, pattern of events, and Criterion B, association with significant persons).[15] In terms of Criterion A, the Geneva complex derives its significance from its association with historic electric railway operations in San Francisco, and serves as one of the last surviving facilities associated with the SF&SM Electric Road and electric trolleys. In addition, the Geneva Office Building and power house serve as one of the few remaining buildings in San Francisco that shows actual physical damage of the Great Earthquake. In terms of Criterion B, the Geneva complex is significant in its association with historic persons in San Francisco, including the Spreckels brothers (John D. and Adoph B), the Joost Brothers (Behrend and Isaac), and the Reid Brothers (James W. and Merritt).

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[13] *Report on Structural Survey and Repair Cost Estimate for Geneva Office Building and Transformer Building*, San Francisco Public Utilities Commission, April 13, 1990.

[14] Letter from Olivia Chen Consultants, Inc. to MUNI, October 23, 1998.

[15] FEMA estimates that the Geneva complex would also meet additional criteria beyond A and B, however, since a property is eligible for the NRHP if it meets only one of the criteria, its evaluation was limited to Criteria A and B.

The City bestowed local landmark status (City landmark No. 180) to the Geneva Office Building in 1986. In addition, the architectural significance of the project buildings were recognized in the 1976 citywide survey of architecturally significant buildings. The building was cited particularly for its richness and excellence of detailing, its façade proportions, and its overall architectural quality as well as for having a unique visual feature of interest. It also rated high for being an example of rare or unusual style or design.

IMPACTS

SIGNIFICANCE CRITERIA

The City has no formally adopted significance standards for potential impacts on historic architectural resources. However, projects are normally found to have a significant effect on the environment if they would substantially disrupt or adversely affect the historic significance of a property or substantially conflict with the preservation of buildings or districts subject to the provisions of Article 10 or Article 11 of the Planning Code.

CEQA Section 21084.1 states that "a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." This section defines "historical resource" as one that is listed in, or determined eligible for listing in, the California Register of Historical Resources, and states that resources listed in a local register of historical resources "are presumed to be historically or culturally significant."

EVALUATION OF PROJECT IMPACTS

As described in the Section III.B, Historic Architectural Resources Setting, the Geneva Office Building and power house on the project site have been determined by FEMA and the State Historic Preservation Officer (SHPO) to be eligible for listing on the National Register of Historic Places (NRHP). In addition, the Geneva Office Building is a designated City landmark (No. 180). Eligibility to the NRHP and/or the designation of City landmark status indicates historic architectural importance, and substantial adverse changes to historically or architecturally significant resources are considered to be significant adverse environmental effects.

The project proposes demolition of the Geneva Office Building and power house, to be replaced with additional MUNI rail storage and employee vehicle parking. Associated projects include relocation of a MUNI boarding platform, installation of a retaining wall and minor landscaping along San Jose Avenue adjacent to the MUNI Geneva Facility. Demolition of the Geneva Office Building and power house would result in the loss of buildings that are eligible for listing on the National Register of Historic Places. Furthermore, the demolition of the Geneva Office Building would be the first City landmark in San Francisco to be demolished, other than St. Paulus Lutheran Church (Landmark No. 116), which burned down in a fire in November, 1995. Per

§21084.1 of the CEQA Statutes, these conditions would be considered a significant unmitigable environmental effect.

The demolition of the Geneva Office Building and power house would not directly affect the historic or architectural integrity of the other nearest City Landmark to the project site, Balboa High School (City Landmark No. 205).

In accordance with Section 106 of the National Historic Preservation Act, a Memorandum of Agreement (MOA) was prepared and agreed upon between FEMA, the Advisory Council on Historic Preservation (Council), the SHPO, the California Office of Emergency Services (OES), Heritage and MUNI to address the effects of demolition of the Geneva Office Building and power house. The MOA satisfies FEMA's responsibilities under Section 106 and permits FEMA, the lead agency for the 106 Consultation, to release funds for the proposed demolition. MOA measures included completion of recordation documentation of the buildings by MUNI in accordance with Historic American Building Survey (HABS) standards. In addition, a permanent public display on the history of Geneva Building would be prepared by Heritage, and located in MUNI's Cable Car Barn and Museum in San Francisco. The MOA also specified that MUNI shall notify FEMA if it appears that the proposed demolition will affect a previously unidentified property that may be eligible for inclusion in the National Register or affect a known historic property in an unanticipated manner. If so, FEMA will consult with the SHPO and/or the Council to develop actions that will take the effects of the undertaking into account. OES and MUNI may participate in this consultation.

Furthermore, the MOA also specified that MUNI will prepare an historic resources survey of all MUNI facilities in San Francisco, and consultation with the SHPO to determine if any of the identified properties are eligible for the National Register of Historic Places. Properties so identified will be nominated by MUNI, for listing on the National Register.

The alternatives chapter contains alternatives that would retain the Geneva Office Building and/or power house. Chapter V, Mitigation Measures, contains measures that would reduce but not eliminate the impact of demolition of the building. Therefore, the impact would remain significant and unmitigable.

VARIANT

The variant would involve demolition of the Geneva Office Building and power house as proposed under the project; however, subsequent to demolition, the project site would be paved over and left vacant for potential future development of an undetermined private use (other than additional MUNI rail storage) or public use. It is assumed that the proposed relocation of the key stop would occur under this variant, as is proposed under the preferred project.

As under the project, the variant would result in demolition of the Geneva Office Building and power house. Therefore, the variant would also result in a significant and unmitigable impact on historic architectural resources.

C. TRANSPORTATION AND CIRCULATION[16]

SETTING

The Initial Study for this project (see Appendix A) determined that traffic generated by the proposed re-use of the project site would not be substantial in terms of available roadway capacity. The EIR assesses the impact of potential increases in MUNI's operations at the Geneva Facility on the local transportation system, including other existing and proposed transit uses in the immediate vicinity. In addition, the EIR assesses the potential impacts of the proposed relocation of a MUNI streetcar boarding island adjacent to the project site with respect to traffic management and pedestrian/vehicular safety.

EXISTING ROADWAY NETWORK

Figure 1, in Section II, Project Description, presents the local roadway network in the project vicinity. Geneva Avenue is a four-lane major arterial. In the project vicinity, San Jose Avenue has four lanes south of Geneva Avenue, and two lanes north of Geneva Avenue. San Jose Avenue is identified as a Transit Conflict Street in *San Francisco General Plan*.[17] The majority of the traffic in the intersection vicinity travels on Geneva Avenue to and from I-280. Turns are allowed in any direction at the intersection of Geneva and San Jose Avenues. The majority of traffic traveling northbound on San Jose Avenue, adjacent to the project site, turns left onto westbound Geneva from the inside, streetcar track lane.

During the p.m. peak period, and intermittently at other times, queues and delays are common at all approaches to the Geneva/San Jose intersections and at adjacent intersections. This is primarily due to the short spacing between signals and high traffic volumes on Geneva Avenue. Contributing factors to delays include the combination of extensive passenger pick-up activities at the nearby Balboa Park Bay Area Rapid Transit (BART) station, inadequate space designated for those pick-up activities, and the movement of MUNI streetcars through the Geneva San Jose intersection (see transit service discussion below), including the effects of MUNI's signal preempt at the intersection.

EXISTING TRANSIT SERVICE

The project site is located at the corner of Geneva and San Jose Avenues, within the MUNI Geneva Facility. The MUNI Geneva Facility consists of the two project buildings proposed to be demolished (Geneva Office Building and power house), the New Geneva Car Barn and Geneva Railyard. The MUNI Geneva Facility and the Curtis E. Green Light Rail Facility (located cross-corner from the project site) serve as the headquarters for MUNI's streetcar operations. All LRVs are stored and maintained at MUNI's Geneva and Green Facilities. In addition, all the President's Conference Cars (PCCs) and historic streetcars are stored and maintained at the Geneva Facility. The current rail vehicle fleet at the two facilities includes 128 LRVs and 32 PCCs and historic streetcars.

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[16] A transportation analysis was prepared by Nelson\Nygaard Consulting Associates for the project. That analysis is presented below and in Appendix C, and supplemented as appropriate.

[17] Transit Conflict Streets are defined as streets with a primary transit function, which are not classified as a major arterial but experience substantial transit conflicts with automobile traffic.

A number of other transit services are located adjacent to or in close proximity to the site, including the MUNI Metro and BART Balboa Park Stations. From the MUNI Metro Station, transit patrons can board three MUNI Metro light rail lines bound for downtown San Francisco, as well as San Francisco City College, San Francisco State University, the Stonestown Galleria Shopping Center, Noe Valley and Dolores Park. BART trains traveling to downtown San Francisco and the East Bay, as well as Daly City and Colma make stops at the BART Station. Adjacent to the stations is one of the City's major MUNI bus transfer centers, providing connecting bus service to seven MUNI routes with destinations throughout the City. Table 1 summarizes the transit services that serve the project area.

Two transit boarding islands are located on San Jose Avenue in the vicinity of the project area. A boarding island to serve southbound LRVs is located on San Jose Avenue south of Geneva Avenue directly across the street from the Geneva Office Building; this boarding island features a mechanical lift for handicapped access. The location of this boarding island allows convenient access to other transit services in the area, including the MUNI Metro and BART Balboa Park stations. A second boarding island (featuring a low-level able-body platform, in addition to a ramp and high-level platform for handicapped access) serving northbound transit vehicles is located on San Jose Avenue at the intersection of Seneca Avenue, two blocks north of Geneva Avenue. A southbound MUNI bus stop is also located on San Jose Avenue, south of Geneva Avenue directly across the street from the Geneva Office Building adjacent to the southbound boarding island.

EXISTING PEDESTRIAN FACILITIES

Pedestrian walkways are present along Geneva and San Jose Avenues. Crosswalks are present at all crossings at the intersection of Geneva and San Jose Avenues. Due to the proximity to the MUNI Metro and BART Stations, as well as the frequent and diverse bus service, the intersection of San Jose and Geneva Avenues is steadily used by pedestrians.

EXISTING ON-STREET PARKING FACILITIES

On-street parking is not permitted along the east side of San Jose Avenue adjacent to project site, however, informal parking occurs just off the street adjacent to the power house. On-street parking exists along the west side of San Jose Avenue across the street from the project site, south of the MUNI bus stop.

EXISTING SAFETY ISSUES

The entrance into the Geneva Facility is off San Jose Avenue at the south end of the facility. The location of this entrance requires southbound vehicles on San Jose Avenue to turn left into the

TABLE 1
TRANSIT SERVICE AT SAN JOSE AND GENEVA AVENUES

	Hours of Operation			Weekday Headways (Mins.)			Route Average Daily Passengers[1]
Route	Weekdays	Saturday	Sunday	Peak	Base	Evening	
MUNI Metro Service							
J-Church	5: 00 AM-Midnight	6:15 AM-Midnight	8:00 AM-Midnight	5	10	12	13,302
K-Ingleside	5:15 AM-Midnight	6:00 AM-Midnight	8:00 AM-Midnight	10-12	10	12	17,576
M-Oceanview	6:15 AM-Midnight	7:00 AM-Midnight	8:15 AM-Midnight	10-12	10	12	26,668
MUNI Coach Service							
15-Third	5:30 AM-Midnight	5:30 AM-Midnight	5:30 AM-Midnight	6-10	10	15	22,387
26-Valencia	6:00 AM-12:30 AM	6:15 AM-12:30 AM	6:15 AM - 12:30 AM	15	20	20	5,682
29-Sunset	6:00 AM - 12:45 AM	6:00 AM - 12:30 AM	6:00 AM - 12:30 AM	15	15	20	13,385
36-Teresita	6:30 AM - 12:30 AM	6:30 AM - 12:30 AM	6:30 AM - 12:30 AM	20	20	30	1,578
43-Masonic	5:45 AM - 12:30 AM	5:45 AM - 12:30 AM	5:45 AM - 12:30 AM	10	12	20	14,435
54-Felton	5:45 AM - 12:30 AM	5:45 AM - 12:30 AM	5:45 AM - 12:30 AM	20	20	20	4,710
88-BART Shuttle	Peak Hour & Direct. Only	-	-	10-16	-	-	758
BART							Balboa Park Station Daily Activity[2]
Pittsburgh / Bay Point	4:15 AM - 12:15 AM	6:10 AM - 12:15 AM	8:10 AM - 12:15 AM	5 - 10	15	20	Boardings (Dest.): SF = 8,684 EB= 1,191 Exits (Origin): SF = 8,477 EB =1,100
Richmond	6:00 AM - 8:15 PM	9:00 AM - 7:20PM	-	15	15	-	
Fremont	6:15 AM - 8:30 PM	10:15 AM - 7:30 PM	-	15	15	-	
Dublin / Pleasanton	4:30 AM - Midnight	6:00 AM - Midnight	8:15 AM - Midnight	15	15	20	
Colma / Daly City	4:45 AM - 12:45 AM	6:45 AM - 1:15 AM	8:45 AM - 1:15 AM	3 - 4	2 - 6	8 -10	Dest.=283 Orig.=227

[1] San Francisco Municipal Railway; *Short Range Transit Plan: July 1997 - June 2007.*

[2] BART Station Activity Statistics, March 1997.

SF = San Francisco; EB = East Bay

SOURCES: The Official San Francisco Street and Transit Map; 1996; All About BART; July 1997 yard. The exit from the Geneva Facility is at its northwest corner of the facility, at the intersection of Geneva and San Jose Avenues. From this exit, streetcars can turn either north or south onto San Jose Avenue. The M-line streetcars enter and exit the MUNI Metro Station/Green Facility at the northwest corner of the Geneva/San Jose Avenue intersection, requiring stopping of automobile traffic in both directions while crossing. The J- and K-line streetcars enter and exit the MUNI Metro Station/Green Facility further north off San Jose Avenue, at Navajo Avenue.

The location of these major transit facilities located at the Geneva/San Jose intersection results in frequent deadheading of streetcars (i.e., moving empty streetcars) on San Jose Avenue as the vehicles leave and return to the yards. A portion of MUNI's LRV fleet (approximately 24 LRVs) and approximately nine PCCs are dispatched from the Geneva Facility daily. Peak pull outs at the Geneva Facility occur between 5:00 a.m. and 7:30 a.m., and peak pull-ins occur between 6:30 p.m. and 10:30 p.m. Also, M-Line streetcars, whose route terminates at the Geneva Facility, currently either enter or leave the Geneva Facility approximately every 10-12 minutes (roughly between the hours of 6:00 a.m. and 12:00 midnight). In addition, approximately 10-15 LRV streetcar movements occur daily between the Geneva and Green facilities for maintenance purposes.

In addition to the streetcar traffic entering and exiting the MUNI Metro Station/Green Facility and Geneva Facility, there are also MUNI maintenance and employee vehicles that use these entrances and exits. Turning movements out of the Geneva Facility can create conflicts. The egress point from the yard is technically within the intersection and there is no dedicated traffic light to provide a safe entrance into the intersection for vehicles exiting the yard. Drivers of streetcars and automobiles using this exit must pay close attention to both autos and pedestrian traffic when pulling into the intersection.

Pedestrians walking on the sidewalk on the east side of San Jose Avenue (adjacent to the Geneva Facility) must walk past the Geneva Facility exit, and possibly in front of vehicles waiting to pull out of the yard. This is a potentially dangerous location for pedestrians, since pedestrians are still about twenty feet from the actual street corner where they would wait to cross Geneva Avenue. The distance from the curb may result in pedestrians not being aware that the traffic signal at the intersection of Geneva/San Jose Avenues has changed to allow trains and automobiles to exit the Geneva Facility and enter the intersection.

Although the crosswalks at the intersection of Geneva and San Jose Avenues are clearly striped, the south crosswalk across San Jose Avenue is set back more than 20 feet from the actual corner (to allow space for vehicles to exit the Geneva Facility). This setback, combined with the steep downhill slope on Geneva Avenue, can create sight line problems to the crosswalk for cars turning left from westbound Geneva onto southbound San Jose Avenue. Additionally, the rail tracks can be hazardous for pedestrians, bicyclists and those with disabilities trying to cross San Jose Avenue. This is especially true at the south crosswalk adjacent to the project site, where the turning tracks are not perpendicular to the direction of travel in the crosswalks, making them more difficult to safely navigate.

The existing sidewalk on the east side of San Jose Avenue can also be problematic, especially for disabled individuals, because the protection fencing that exists along the sidewalk adjacent the Geneva Office Building reduces the clear width of the sidewalk to only two feet in several locations. This does not meet width requirements for the American Disabilities Act (ADA) or the City code. The southeast corner of the intersection also falls short of meeting ADA requirements. Disabled individuals using wheelchairs and other mobility devices are forced to leave the sidewalk before reaching the corner and enter the intersection at the Geneva Facility vehicular exit and traverse the curving streetcar rails to access the Geneva Avenue crosswalk, because no curb cut is provided at the actual curb line, which is about 15 feet to the north of the yard exit.

IMPACTS

SIGNIFICANCE CRITERIA

City policy has been that a project is considered to have a significant effect on the environment if it would interfere with existing transportation systems causing substantial alteration to circulation patterns or causing major traffic hazards. The City has no adopted significance criteria for pedestrian or bicycle impacts. For this analysis, the project would have a significant effect if it were to substantially and adversely affect existing traffic circulation, result in substantial pedestrian overcrowding, make conditions for pedestrians and bicyclists less safe, or otherwise substantially interfere with pedestrian and bicycle accessibility.

EVALUATION OF IMPACTS

Additional Rail Storage and Employee Parking at Geneva Facility

The proposed re-use of the project site consists of the expansion of the Geneva Facility's yard to provide additional track capacity for vehicle storage. The additional yard space would accommodate the storage of up to seven additional streetcars in the yard, and five additional employee maintenance vehicle parking spaces.

The proposed Geneva Facility yard expansion is designed to better accommodate MUNI's existing streetcar fleet, and assist in accommodating the requirements of MUNI's future rail service expansion plans. The existing streetcar fleet stored at the MUNI Geneva Facility and MUNI Green Facility consists of 160 vehicles (128 LRVs and 32 PCCs and historic streetcars). This existing streetcar storage demand at the Geneva and Green Facilities exceeds the existing design storage capacities of these facilities. The Green facility was originally designed for approximately 85 LRVs, and the Geneva Facility originally designed for approximately 30 LRVs. Currently, MUNI is using less than optimal practices of storing operational vehicles in maintenance bays and in locations where track switches can be blocked. Furthermore, two LRVs are currently stored overnight on San Jose Avenue north of Geneva Avenue due to limited storage space. Additional historic and retired Boeing LRVs are currently being stored in the

MUNI employee parking lot (MUNI Upper Yard) on the west side of San Jose Avenue, across the street from the Geneva Facility.

The existing automobile parking demand at the Geneva and Green Facilities also exceeds the capacities of these facilities. Currently, the Green Facility's underground garage holds approximately 90 vehicles. Only half of MUNI's Upper Yard is available for parking, resulting in space for approximately 30 vehicles. At the Geneva Facility, employees park informally within the complex. Additional parking for MUNI employees is provided by renting parking spaces from a church at San Jose and Ocean Avenues.

The proposed additional rail tracks to accommodate seven streetcars could result in an incremental increase in streetcar crossings between the Geneva and Green Facilities. However, the project would also reduce MUNI's existing practice of "juggling" streetcars, where two or three streetcars must be moved to get one vehicle out of the yard, or into a desired position within the yard. The project would not result in an increase in operation of MUNI's Metro or historic lines. Furthermore, the five additional employee maintenance vehicle parking spaces would serve to accommodate the existing employee generated parking demand, and therefore would not generate new vehicular traffic from the site. Therefore, potential incremental increases in traffic generated by the proposed additional on-site rail storage and employee parking would not substantially alter traffic in the vicinity, or make conditions for pedestrians and bicyclists less safe. In addition, no new ingress or egress points to the Geneva Facility for either LRVs or employee vehicles would be introduced as part of the project. Therefore, the design of the proposed additional on-site rail storage and employee parking would not create a traffic safety hazard or interfere with pedestrian and bicycle accessibility.

As identified in the Setting, there are a number of existing safety concerns associated with access and potential pedestrian conflicts at the intersection of Geneva/San Jose Avenues. However, for the reasons stated above, the proposed additional storage and employee parking facilities would not exacerbate traffic safety conditions in the project vicinity.

By the year 2000, MUNI plans to increase its total rail vehicle fleet stored at the MUNI Geneva and Green Facilities to 182 vehicles (136 LRVs and 46 historic vehicles), an increase of 22 vehicles (eight LRVs and 14 historic streetcars) over existing conditions.[18] However, as is the case with the current fleet size, the addition of storage capacity for seven additional vehicles at the project site would not by itself significantly affect the number of LRV movements in and out of the Geneva Facility, and would ultimately serve to increase the flexibility and improve overall operating efficiency of both the Geneva and Green Facilities.

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[18] The additional eight LRVs will be needed to provide through operation of the N-Judah line on the MUNI Metro Extension (MMX), including service from the Market Street subway to the Caltrain station when the Automatic Train Control System (ATCS) is operable. The additional 14 historic streetcars will be needed to operate the extension and increase service frequency on the F- Market historic PCC line (currently being extended from Market Street along the Embarcadero to Fisherman's Wharf).

Relocation of Northbound Boarding Island

The existing boarding island for northbound transit services on San Jose Avenue is currently located two blocks north of the project site, at Seneca Avenue. This stop does not serve as a convenient location for accessing the MUNI Metro and BART Balboa Park Stations, or for transferring to the various bus routes serving the area. MUNI proposes to relocate the boarding island to just south of Geneva Avenue, between the Geneva Office Building project site and the existing MUNI southbound boarding island.

Currently, both the northbound and southbound boarding islands on San Jose Avenue are rarely used because the LRVs board and disembark the majority of passengers within the MUNI Metro Station. However, in the future, MUNI is planning for the J- and M-lines to bypass the MUNI Metro Balboa Park Station, routing these lines along San Jose Avenue instead. This would create a greater need for stop locations for these lines along San Jose Avenue in the MUNI Metro Station vicinity.

At this time, potential boarding island design configurations are being considered. A description of design options and design issues specific to each one are presented in Appendix C. Currently, there is not sufficient roadway width to accommodate the proposed island (under any of the five design options shown in Appendix C) along with the existing southbound boarding island and four travel lanes on San Jose Avenue. Therefore, required modifications to San Jose Avenue in the proposed boarding island vicinity would include minor street widening and restriping, and realignment of the east pedestrian curb further to the east.

Four of the five boarding island designs incorporate wheelchair accessibility into the boarding island design, pursuant to ADA requirements for transit key stops (the sole design option that is not ADA accessible would maintain the existing boarding island at Seneca Avenue as the ADA-accessible key stop). In addition, since all the design configurations would narrow the east sidewalk on San Jose Avenue by six to ten feet (depending on design), the project would require upgrading of this sidewalk, as well as provision of curb cuts to meet the ADA requirements for an accessible path to the boarding island.

There are some universal design considerations associated with all five design options. One issue is the required setback of the proposed boarding platform from the existing crosswalk to accommodate the turning radius of the existing light rail tracks from the Geneva Facility to southbound San Jose Avenue. In each of the five potential design configurations, the crosswalk would need to be widened to ensure the safety of pedestrians accessing the boarding platform.

Building a boarding platform, of any type, in this location requires widening San Jose Avenue by six to about ten feet, depending on the island configuration selected. Most pedestrians can currently cross San Jose Avenue within the time allowed by the traffic signal. However, if a boarding platform is built and the street is widened, the phasing time of the traffic light controlling the "walk" time across San Jose Avenue would have to be reassessed to determine if there is still adequate time to safely cross the street. If not, the traffic signalization at this intersection would need to be modified to lengthen the green time for Geneva Avenue traffic to ensure pedestrian safety.

The proposed redesigned travel lanes on San Jose Avenue in the boarding platform vicinity would need to be of a sufficient width to accommodate larger vehicles and reduce the potential for vehicular sideswipes and head-on collisions. A minor realignment of the streetcar rails in the boarding platform vicinity may be required to provide for a sufficient travel lane width.

Another issue related to the proposed relocation is the dominant traffic flow through the intersection, and the mixed flow conditions in which the light rail operates in this vicinity. Most northbound autos approaching the intersection turn left onto Geneva Avenue to access the on-ramp for I-280. The inner northbound lane in all of the possible configurations would have to be striped and marked to indicate that left turns can only be made from this lane, which is also used by transit vehicles. LRVs and buses stopped at the proposed boarding platform would delay northbound traffic that desires to turn left, while cars continuing north on San Jose Avenue or turning right may use the new through lane. This striping would prevent autos from turning left from the right lane in front of transit vehicles stopped at the platform.

In light of the above design considerations, the proposed relocation of the key stop appears to be feasible. However, given the existing safety concerns of the intersection vicinity with respect to pedestrian circulation and streetcar ingress and egress, the introduction of a boarding island and associated street modifications at this location could significantly increase the potential for vehicle/pedestrian conflicts if not properly designed. Proposed boarding island design options would undergo a detailed design review by the Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT, consisting of the Department of Parking and Traffic, Department of Public Works, MUNI, the Fire Department, and other interested agencies) to determine the final feasibility of the proposed boarding island. If determined to be feasible, ISCOTT would select a preferred design configuration. This preferred design would incorporate the necessary design features to ensure that all potential safety issues would be mitigated to a less-than-significant level. In addition, prior to project approval, the MUNI would consult with the MUNI Accessibility Advisory Committee to ensure the design of the boarding platform and accessible paths to the boarding island meets ADA requirements. Furthermore, MUNI would conduct a public outreach program, including a public meeting, to ensure that concerns of neighborhood residents and local transit patrons would be considered.

Mitigation measures have been identified that would reduce the conflicts between pedestrians, transit vehicles and automobiles to a less-than-significant level. These mitigation measures are discussed in Chapter IV.

VARIANT

As under the project, the variant would result in demolition of the Geneva Office Building and power house. Subsequent to demolition, the project site would be paved over and left vacant for potential future development of an undetermined private use (other than additional MUNI rail storage) or public use. Since no expanded LRV storage capacity would be created under this variant, there would be expected to be incrementally less LRV storage or movements at the Geneva Facility than that which would be experienced under the project. However, MUNI would experience the same space deficiencies and operational inefficiencies at the Geneva Facility as under existing conditions. Under the short-term, no traffic would be generated by the vacant project site. Since the key stop relocation would occur under this variant, potential increases in vehicle/pedestrian conflicts would be similar to the project.

The potential subsequent development of a public or private use on the project site would be expected to generate additional off-site traffic; however, it is too speculative to evaluate the specific impact of the development on traffic, transit and parking issues. However potential traffic increases, and parking and transit demand could be greater than under the proposed project.

Since it is assumed that the proposed relocation of the key stop would occur under this variant, impacts related to this aspect of the variant would be the same as described for the proposed project.

D. GROWTH INDUCEMENT

In general, a project would be considered growth-inducing if its implementation would encourage population increases and/or new development that might not occur if the project were not approved and implemented. The installation of additional LRV tracks and employee vehicle parking would serve to alleviate existing operational and storage deficiencies at the site; however, would not generate new employment at the site. The project would not create a need for new housing. In view of the above, there is no reason to believe that the project would result in additional development in the project site vicinity that would not otherwise occur.

CHAPTER IV

MITIGATION MEASURES PROPOSED TO MINIMIZE THE POTENTIAL ADVERSE IMPACTS OF THE PROJECT

In the course of project planning and design, measures have been identified that would reduce or eliminate potential environmental impacts of the proposed project. Some of these measures have been, or would be, voluntarily adopted by the project sponsor or project architect and contractor and thus are proposed; some are under consideration. Implementation of some may be the responsibility of other agencies. Measures under consideration or rejected may be required by the City Planning Commission as conditions of project approval, if the project were to be approved. Each mitigation measure and its status is discussed below.

There are several items required by law that would serve to mitigate impacts; including limitation of construction-related noise levels, pursuant to the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code, 1972); and observance of State and federal OSHA safety requirements related to handling and disposal of hazardous materials, such as asbestos.

Measures that are not required by legislation but that would also serve to mitigate environmental impacts appear below. Mitigation measures preceded by an asterisk (*) are from the Initial Study (see Appendix A).

As described in the attached Initial Study (Appendix A), the demolition and construction activities associated with the proposed project have the potential to result in construction-related air quality impacts, could involve exposure to hazardous materials, and could affect archaeological resources. As a result, the project sponsor has agreed to implement the following mitigation measures:

CONSTRUCTION AIR QUALITY

*• The project sponsor would require the contractor(s) to sprinkle demolition sites with water during demolition, excavation and construction activity; sprinkle unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soil, sand or other such material; and sweep surrounding streets during demolition and construction at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor would require that the contractor(s) obtain reclaimed water from the Clean Water Program for this purpose.

HAZARDS

*• The project sponsor would ensure that building surveys for PCB-containing equipment are performed prior to the start of demolition. Any hazardous materials so discovered would be abated according to federal, state, and local laws and regulations. Although abatement is required by code, this discussion is included in the mitigation section for informational purposes. Specifically with respect to the electrical equipment identified in the subgrade crawl space between the two buildings, one of the following options should be done:

a. If insulating fluid is present in the electrical ballasts, a sample of the fluid should be collected by a registered environmental assessor or other qualified environmental professional and transported to a state certified laboratory and tested for the presence of PCBs using EPA method 8080 for organo-chlorine pesticides). If the fluid is found to contain greater than 5 milligrams per liter of PCBs, then it would be considered a hazardous waste pursuant to Title 22, Section 66261.24 of the California Code of Regulations and should be disposed of in an appropriate landfill; or

b. If it is more cost effective, the components may be directly disposed of as a hazardous material, assuming the presence of PCBs. Under this option, the costs of professional sampling and laboratory analysis would not be incurred.

ARCHEOLOGICAL RESOURCES

*• Should evidence of archeological resources of potential significance be found during ground disturbance, the project sponsor would immediately notify the Environmental Review Officer (ERO) and would suspend any excavation that the ERO determined might damage such archaeological resources. Excavation or construction activities that might damage discovered cultural resources would be suspended for a total maximum of four weeks over the course of construction.

After notifying the ERO, the project sponsor would select an archaeologist to assist the Office of Environmental Review in determining the significance of the find. The archaeologist would prepare a draft report containing an assessment of the potential significance of the find and recommendations for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO would recommend specific additional mitigation measures to be implemented by the project sponsor.

Mitigation measures might include a site security program, additional on-site investigations by the archaeologist, and/or documentation, preservation, and recovery of cultural materials. Finally, the archaeologist would prepare a draft report documenting the cultural resources that were discovered, an evaluation as to their significance, and a description as to how any archaeological testing, exploration and/or recovery program was conducted.

> Copies of all draft reports prepared according to this mitigation measure would be sent first and directly to the ERO for review. Following approval by the ERO, copies of the final report(s) would be sent by the archaeologist directly to the President of the Landmarks Preservation Advisory Board and the Northwest Information Center of the California Historical Resources Information System. Three copies of the final archaeology report(s) shall be submitted to the Office of Environmental Review, accompanied by copies of the transmittals documenting its distribution to the President of the Landmarks Preservation Advisory Board and the Northwest Information Center.

Additional mitigation measures to minimize significant impacts of the proposed project are outlined below. These measures are associated with minimizing significant impacts associated with historical architectural resources. The historic architectural resources measures would reduce project impacts. However, impacts would not be reduced to a level of insignificance. That is, the significant impact of demolition of the Geneva Office Building and power house remains a significant impact even with the implementation of identified mitigation measures.

HISTORIC ARCHITECTURAL RESOURCES

- Prior to demolition on the project site, the project sponsor would employ an architectural historian to document the building and its history. The project sponsor would submit that documentation, along with modified-format Historic American Buildings Survey drawings of the buildings, to the History Room of the San Francisco Main Library, the Planning Department, the Landmarks Preservation Advisory Board, and the Northwest Regional Information Center.

TRANSPORTATION

To ensure pedestrian safety and to reduce circulation conflicts between pedestrians, transit vehicles, and automobiles, the project sponsor shall ensure that the design of the proposed key stop includes the following features, provided they are consistent with recommendations of the Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT):

- signalization lights, alarms and/or warning devices at the Geneva Facility entrances/exits to alert pedestrians and automobiles of LRVs and other transit vehicles entering into, or exiting from, the facility.

- an ADA-accessible crosswalk of sufficient width and a safe path of travel from the crosswalk to the key stop platform.

- adequate phasing time of the traffic light controlling the "walk" across San Jose Avenue to ensure a sufficient amount of time to safely cross the street.

- travel lanes of sufficient width on San Jose Avenue in the boarding platform vicinity to accommodate all forms of traffic on San Jose Avenue and reduce the potential for vehicular accidents.

- striping and marking of the inner northbound lane to indicate that left turns for automobiles can only be made from this lane. This would prevent automobiles from turning left from the right lane in front of transit vehicles stopped at the proposed platform.

Incorporation of the above design features into the project, coupled with the review, recommendations and approval of ISCOTT, would ensure that impacts related to safe traffic circulation are reduced to a less-than-significant level.

CHAPTER V

SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

In accordance with Section 21067 of the California Environmental Quality Act (CEQA), and with Sections 15040, 15081 and 15082 of the State CEQA Guidelines, the purpose of this chapter is to identify impacts that could not be eliminated or reduced to an insignificant level by mitigation measures included as part of the project, or by other mitigation measures that could be implemented, as described in Chapter IV, Mitigation Measures, pp. 35-38.

This chapter is subject to final determination by the City Planning Commission as part of its certification process for the EIR. The Final EIR will be revised, if necessary, to reflect the findings of the Commission.

The demolition of a recognized significant historic architectural resource, such as a building that the State Historic Preservation Officer has determined appears eligible for listing on the National Register of Historic Places, as well as one which holds a status of a City landmark, would typically be considered a significant environmental effect. Therefore, demolition of the Geneva Office Building (City Landmark No. 180) and power house, which were determined to be eligible for the National Register in 1995, is considered a significant, unmitigable impact.

As stated in the second paragraph, above, the Planning Department's recommendation is subject to final determination by the City Planning Commission as part of its certification process for the EIR.

CHAPTER VI

ALTERNATIVES TO THE PROPOSED PROJECT

The Alternatives to the Proposed Project section of this EIR describes alternatives to the currently proposed project, discusses environmental impacts associated with these alternatives, and gives reasons the alternatives were rejected in favor of the proposed project. Regardless of the sponsor's reasons for rejection, the Planning Commission could disapprove the project as proposed and approve an alternative instead if the Commission believed the alternative would be more appropriate for the site.

A. ALTERNATIVE A: NO PROJECT

This alternative would entail no change to the site, which would remain in its existing condition. The Geneva Office Building and power house would remain in their existing condition, however, no structural (including seismic) or cosmetic improvements, or maintenance would be made to the buildings. In addition, the proposed key stop relocation (and associated street modifications) on San Jose Avenue would not be made.

If the No Project Alternative were implemented, the significant historic architectural impacts associated with the demolition of the buildings would not occur. In addition, the temporary demolition-related effects, including those of noise, air quality, hazardous materials and transportation (see Appendix A) would not occur. However, the buildings would remain in their current state of disrepair, and unless MUNI elected to rehabilitate them would preclude any active private or public use within the existing buildings. Since this alternative would not develop any traffic-generating uses, there would be no change in existing traffic conditions.

The project sponsor has rejected this alternative for the following reasons: This alternative would not meet MUNI's goal for removing an existing safety hazard to MUNI employees and to the nearby public in the immediate vicinity of the unsafe buildings. This alternative would conflict with the City's Unreinforced Masonry Building (UMB) Ordinance, which requires that the buildings be seismically upgraded or demolished. This alternative would also not meet MUNI's goal for increasing operational and storage capacity at the site. MUNI has rejected the No Project Alternative for these reasons.

In addition, MUNI's goal to improve transfer ability for patrons between MUNI lines, as well as provide closer key stop access to the BART and MUNI Metro Balboa Park Stations would not be met. The presence of Geneva Office Building does not permit enough space to build even a minimum-width boarding platform, without a key stop, at the proposed location. The space between the safety fencing along the west face of the Geneva Building and the northbound tracks is too narrow to allow the location of the required six-foot wide boarding platform, creation of a 13-foot wide through traffic lane to the east of the island that would meet San Francisco's emergency response requirements, and still maintain a minimum width sidewalk that conforms to City code requirements.

This alternative would maintain the option to preserve one or both of the buildings in the future. However, until that option is implemented, continued neglect of the buildings, potential vandalism, vibration from adjacent rail activity, and/or future earthquakes could further compromise the structural integrity and architectural quality of the buildings, resulting in their incremental demolition.

B. ALTERNATIVE B: FULL PRESERVATION, PUBLIC RE-USE OF SITE

Under this alternative, the Geneva Office Building and power house would be rehabilitated and seismically upgraded in accordance with the requirements of applicable building code standards and the Secretary of the Interior's Standards for the Treatment of Historic Properties. Following implementation of these improvements, the Geneva Office Building and power house would be used for City use. Examples of re-use of the buildings include use of the Geneva Office Building for MUNI administration, and use of the power house for storage purposes.

If Alternative B were implemented, the significant historic architectural impacts associated with the demolition of the buildings would not occur. In fact, the alternative would result in beneficial historic architectural and visual impacts (or enhancement), since the buildings would be rehabilitated and re-used. Given the magnitude of structural and cosmetic improvements required for rehabilitation of the project buildings, temporary construction-related effects, including those of noise, air quality, hazardous materials and transportation would be relatively similar to the demolition effects that would be experienced under the project. Regarding geology and seismicity, this alternative would seismically strengthen the Geneva Office Building and power house in compliance with the City UMB Ordinance.

Following rehabilitation of the buildings, the buildings would be occupied, thereby generating new vehicular traffic, and increasing demand for parking and transit service. The travel demand would be greater than the proposed project, and could be expected to be relatively similar to conditions that existed when the buildings were being used prior to the Loma Prieta earthquake. Parking for occupants in the building could be accommodated in part using existing City-owned and/or leased parking facilities in the vicinity. Since no expanded LRV storage capacity would be created under this alternative, there could be incrementally less LRV storage or movements at the Geneva Facility than that which would be experienced under the project. An increase in pedestrian activity (associated with employees and visitors of the restored buildings) would occur on the MUNI property. However, since no northbound passenger boarding island, or key stop, would be constructed, this alternative would not increase pedestrians in the site vicinity related to a new transit stop. Since the boarding island and associated street modifications would not occur under this alternative, the potentially significant increase in safety concerns of the intersection vicinity with respect to pedestrian circulation and streetcar ingress and egress would not occur (although boarding/alighting of able-bodied passengers in the street, with no boarding island at all, now occurs occasionally, and could occur more frequently in the future, thus increasing safety concerns).

The project sponsor has rejected this alternative because it believes this alternative is economically infeasible. MUNI estimates the costs associated with the potential rehabilitation of the buildings would exceed $4.47 million (approximately $3.47 million for rehabilitation of Geneva Office Building and $1 million for rehabilitation of the power house).[19] MUNI has indicated there is currently insufficient funding available by MUNI, or from potential regional, state or federal funding sources to finance these improvements. This alternative was also rejected in a highest and best use study conducted in 1997 for MUNI, which identified the costs for retrofitting and rehabilitation the buildings as "too excessive and economically unrealistic."[20]

This alternative was also rejected by the sponsor because it would not meet MUNI's goal for increasing operational and storage capacity at the site. In addition, MUNI's goal to improve transfer ability for patrons between MUNI lines, as well as provide closer key stop access to the BART and MUNI Metro Balboa Park Stations would not be met. The presence of the Geneva Office Building, including the concrete stairways along the west face of the building, and required street furniture (e.g., street signs, telephone poles, traffic signals), would not permit enough space to build even a minimum-width boarding platform, without a key stop, at the proposed location.

This alternative would be considered the environmentally superior alternative because it would not result in the loss of any buildings either holding City landmark status and/or eligibility for listing in the National Register of Historic Places, and would thus have no substantial adverse impact on historic architectural resources.

C. ALTERNATIVE C(1): PARTIAL PRESERVATION, PRIVATE RE-USE OF SITE

Under this alternative, it is assumed the project site would be sold in its current condition. The Geneva Office Building would be rehabilitated and seismically upgraded through private funding, in accordance with the requirements of applicable building code standards and the Secretary of the Interior's Standards for the Treatment of Historic Properties. However, the adjacent power house would be demolished, with the potential for new development in its location. Under this alternative, it is assumed that the Geneva Office Building could be used for private commercial use, and potential new development could be used for commercial and/or residential uses. This alternative would require changing the zoning of the project site from P (public use) to one or more commercial, residential, or mixed-use designations.

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[19] MUNI has since hired an engineering consultant team who are currently reassessing these building rehabilitation costs. Rehabilitation of the building(s) pursuant to Secretary of the Interior's Standards for the Treatment of Historic Properties may affect overall costs. The Department of Building Inspection is providing ongoing review of structural analysis and rehabilitation cost estimates completed for the buildings.

[20] *Real Estate Appraisal Report, Geneva Office Building and Transformer Building*, Charles D. Bailey & Associates, March 28, 1997.

If Alternative C(1) were implemented, the significant historic architectural impacts associated with the demolition of the Geneva Office Building would not occur. In fact, the alternative would result in beneficial historic architectural and visual impacts (or enhancement) related to this building, since the it would be rehabilitated and re-used. However, the significant historic architectural impact associated with demolition of the power house, which (along with the Geneva Office Building) was determined eligible for listing in the National Register of Historic Places in 1995, would be similar to the proposed project. It is unknown whether retention of the power house provides some degree of seismic strength and what effect this might have on the overall seismic retrofit costs for the Geneva Office Building.

Given the magnitude of structural and cosmetic improvements required for rehabilitation of the Geneva Office Building, in addition to demolition of the power house and construction of potential new development in the power house's place, overall temporary construction-related effects, including those of noise, air quality, hazardous materials and transportation could be similar to, or somewhat greater than, those demolition effects that would be experienced under the project. Regarding geology and seismicity, this alternative would seismically strengthen the Geneva Office Building in compliance with the City UMB Ordinance.

The use of the Geneva Office Building and potential new construction of private commercial and/or residential uses at the project site may be incompatible with adjacent land uses with respect to noise (including day and nighttime movement of streetcars in the adjacent Geneva Railyard, and day and nighttime maintenance of streetcars at the New Geneva Car Barn) and visual quality (views from project site of MUNI's Geneva and Green Facilities, and Upper Yard).

Following rehabilitation of the Geneva Office Building and potential construction of new development adjacent to it, these developments would be occupied, thereby generating new vehicular traffic, and increasing demand for parking and transit service. The travel demand for the project would be greater than the proposed project, but would be dependent on the specific type of private re-use of the Geneva Office Building and the new development adjacent to it. There would be difficult automobile access to these private uses due to lack of on-street parking adjacent to the site. Since no expanded LRV storage capacity would be created under this alternative, there could be incrementally less LRV storage or movements at the Geneva Facility than that which would be experienced under the project. An increase in pedestrian activity (associated with employees, residents and/or visitors of the new uses) would occur on the private property and street vicinity. Since no northbound passenger boarding island, or key stop, would be constructed, this alternative would not increase pedestrians in the site vicinity related to a new transit stop. Since the boarding island and associated street modifications would not occur under this alternative, the potentially significant increase in safety concerns of the intersection vicinity with respect to pedestrian circulation and streetcar ingress and egress would not occur (although boarding/alighting of able-bodied passengers in the street, with no boarding island at all, now occurs occasionally, and could occur more frequently in the future, thus increasing safety concerns).

The project sponsor has rejected this alternative because it would not meet MUNI's goal for increasing operational and storage capacity at the site. In addition, MUNI's goal to improve transfer ability for patrons between MUNI lines, as well as provide closer key stop access to the BART and MUNI Metro Balboa Park Stations would not be met. The presence of Geneva Office Building, including the concrete stairways along the west face of the building, and required street furniture (e.g., street signs, telephone poles, traffic signals), would not permit enough space to build even a minimum-width boarding platform, without a key stop, at the proposed location.

This alternative would require the total costs of rehabilitation and seismic upgrading to be privately funded. MUNI estimates the costs associated with the potential rehabilitation of the Geneva Office Building would be approximately $3.47 million.[19] Additional costs would be related to the demolition of the power house, and construction of potential new development in its place. Given the potential costs, it is speculative as to whether this alternative would be economically feasible for a private developer.

D. ALTERNATIVE C(2): PARTIAL PRESERVATION, PUBLIC RE-USE OF SITE

Under this alternative, it is assumed the Geneva Office Building and power house would be rehabilitated and seismically upgraded by the City in accordance with the requirements of applicable building code standards and the Secretary of the Interior's Standards for the Treatment of Historic Properties. Following implementation of these improvements, the Geneva Office Building would be used for City use, such as for MUNI administration. However, the adjacent power house would be demolished and subsequently used for additional MUNI storage. The storage space could be capable of accommodating rail storage for approximately two additional LRVs, used for storage of equipment related to railyard operations, or provide space for additional employee parking at the site.

If Alternative C(2) were implemented, the significant historic architectural impacts associated with the demolition of the Geneva Office Building would not occur. In fact, the alternative would result in beneficial historic architectural and visual impacts (or enhancement) related to this building, since it would be rehabilitated and re-used. However, the significant historic architectural impact associated with demolition of the power house, which (along with the Geneva Office Building) was determined eligible for listing in the National Register of Historic Places in 1995, would be similar to the proposed project. It is unknown whether retention of the power house provides some degree of seismic strength and what effect this might have on the overall seismic retrofit costs for the Geneva Office Building.

Given the magnitude of structural and cosmetic improvements required for rehabilitation of the Geneva Office Building, in addition to demolition of the power house and minor new construction in location of the power house, overall temporary construction-related effects, including those of noise, air quality, hazardous materials and transportation could be similar to or somewhat greater than the demolition effects that would be experienced under the project. Regarding geology and seismicity, this alternative would seismically strengthen the Geneva Office Building in compliance with the City UMB Ordinance.

Following rehabilitation of the Geneva Office Building, this building would be occupied, thereby generating new vehicular traffic, and increasing demand for parking and transit service. The travel demand of the Geneva Office Building re-use would be greater than the proposed project, and could be expected to be relatively similar to conditions that which existed when the building was being used prior to the Loma Prieta earthquake. The re-use of the former power house site for additional rail storage and/or employee parking could incrementally increase traffic generated at the site. If the area were used for employee parking, these parking facilities could be used to accommodate occupants of the Geneva Office Building. Under the additional rail storage option, there would be incrementally less LRV storage or movements at the Geneva Facility than that which would be experienced under the project. However, MUNI has indicated the cost versus benefits of constructing rail storage for just two LRVs would not likely make that storage option feasible.

An increase in pedestrian activity (associated with employees and/or visitors of the new uses) would occur on the private property and street vicinity. Since no northbound passenger boarding island, or key stop, would be constructed, this alternative would not increase pedestrians in the site vicinity related to a new transit stop. Since the boarding island and associated street modifications would not occur under this alternative, the potentially significant increase in safety concerns of the intersection vicinity with respect to pedestrian circulation and streetcar ingress and egress would not occur (although boarding/alighting of able-bodied passengers in the street, with no boarding island at all, now occurs occasionally, and could occur more frequently in the future, thus increasing safety concerns).

The project sponsor has rejected this alternative because it believes this alternative is economically infeasible. MUNI estimates the costs associated with the potential rehabilitation of the Geneva Office Building would be approximately $3.47 million.[19] MUNI has indicated there is currently insufficient funding available by MUNI, or from potential regional, state or federal funding sources to finance these improvements.

This alternative was also rejected because it would not fully meet MUNI's goal for increasing operational and storage capacity at the site. In addition, MUNI's goal to improve transfer ability for patrons between MUNI lines, as well as provide closer key stop access to the BART and MUNI Metro Balboa Park Stations would not be met. The presence of the Geneva Office Building, including the concrete stairways along the west face of the building, and required street furniture (e.g., street signs, telephone poles, traffic signals), would not permit enough space to build even a minimum-width boarding platform, without a key stop, at the proposed location.

CHAPTER VII

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Bureau of Street Use and Mapping
875 Stevenson Street, Room 465
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Attn: Barbara Moy

San Francisco Dep't. of Parking & Traffic
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San Francisco Municipal Railway
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949 Presidio Avenue, Room 204
San Francisco, CA 94115
Attn: Peter Straus

San Francisco Real Estate Department
25 Van Ness Avenue, 4th Floor
San Francisco, CA 94102
Attn: Anthony Delucchi, Director of Property

Federal Emergency Management Agency
(FEMA), Region IX
The Presidio, Building 105
San Francisco, CA 94129
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San Francisco, CA 94110
Attn: Daniel Zoll, City Editor

San Francisco Business Times
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San Francisco, CA 94111
Attn: Real Estate Editor

San Francisco Chronicle
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San Francisco, CA 94103
Attn: City Desk

San Francisco Examiner
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Attn: Gerald Adams

San Francisco Independent
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CHAPTER VIII

APPENDICES

APPENDIX A: Notice of Preparation/Initial Study
APPENDIX B: Criteria for Listing on the National Register of Historic Places
APPENDIX C: Transportation Appendix

APPENDIX A

NOTICE OF PREPARATION/INITIAL STUDY

NOTICE THAT AN ENVIRONMENTAL IMPACT REPORT IS DETERMINED TO BE REQUIRED

Date of this Notice: May 23, 1998

Lead Agency: City and County of San Francisco, Planning Department
1660 Mission Street, 5th Floor, San Francisco, CA 94103

Agency Contact Person: Diane Wong **Telephone:** (415) 558-6322

Project Title: 97.345E: Geneva Office Building and Power House Demolition Project

Project Sponsor: San Francisco Municipal Railway (MUNI)

Contact Person: James Nelson

Project Address: 2301 San Jose Avenue, at Geneva Avenue
Assessor's Block and Lot: Block 6972, Lot 36
City and County: San Francisco

Project Description:

The proposed project involves the demolition of a vacant office building (known as the Geneva Office Building) and former power house, located near the corner of San Jose and Geneva Avenues in San Francisco. The buildings, owned by MUNI, are located adjacent to an existing MUNI storage yard and maintenance facility. The demolition of these buildings would provide MUNI with additional operational and storage space and flexibility. The Geneva Office Building is a designated City landmark (Landmark #180). Both buildings have been condemned, and unless demolished would need extensive seismic, structural and cosmetic repair.

As a related action, MUNI proposes to locate a passenger boarding platform (key stop) on San Jose Avenue adjacent to the project site.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance), and the following reasons, as documented in the Initial Study for the project, which is attached.

Deadline for Filing an Appeal of this Determination to the City Planning Commission: June 12, 1998.
An appeal requires:
1) a letter specifying the grounds for appeal, and;
2) a $209.00 filing fee.

HILLARY E. GITELMAN, Environmental Review Officer

ER5 6/85

GENEVA OFFICE BUILDING AND POWER HOUSE DEMOLITION PROJECT
INITIAL STUDY
97.345E

I. PROJECT DESCRIPTION

The project site is located in the Outer Mission district of San Francisco, near the southeast corner of San Jose Avenue and Geneva Avenue, within the west portion of Lot 36 of Assessor's Block 6972. The project site encompasses an approximate 0.505-acre area within a 2.65-acre MUNI storage and maintenance facility (the MUNI Geneva Facility) (see Figure 1).

The proposed project involves the demolition of an office building (commonly known as the Geneva Office Building), a City landmark. The project also involves demolition of an adjacent former power house (see Figure 2). The buildings, owned by MUNI, had been in disrepair for many years when they were damaged during the 1989 Loma Prieta earthquake. The buildings have been in need of extensive seismic, structural and cosmetic repair, and were condemned after the Loma Prieta Earthquake by the Utilities Engineering Bureau of the San Francisco Public Utilities Commission (now the Public Transportation Commission). MUNI has evaluated options for determining the best use for the project site, including rehabilitation and re-use of the buildings, and demolition of the buildings. MUNI estimates the costs associated with the potential rehabilitation of the buildings would exceed $4.47 million. Given the limited availability of funding for the project by MUNI, or from potential regional, state or federal funding sources, MUNI has determined that demolishing the buildings is the most feasible option. The Federal Emergency Management Agency (FEMA) is contributing funds towards the costs of demolition of these buildings.[1]

Following demolition of the buildings, the site would provide MUNI with additional operational and storage space. Specifically, the site would be paved and up to four new rail storage tracks and electrical overhead lines would be installed (see Figure 2). These tracks would be capable of storing approximately seven Light Rail Vehicles (LRVs) (i.e., the Boeing, or Standard LRVs, or the new Breda LRVs) or additional vehicles from MUNI's historic fleet (e.g., the President's Conference Cars) and vintage fleet. In addition, approximately five employee off-street parking spaces would be provided in the north portion of the site (see Figure 2). However, employment at, and hours of operation of, the Geneva Facility would not change under the project.

The City designated the Geneva Office Building a City landmark in 1986 (Landmark No. 180). In 1995, FEMA determined the buildings to be eligible for listing in the National Register of Historic Places.

The Geneva office building and adjacent powerhouse were constructed in 1901. The office building is a two-story plus basement wood frame building with exterior and interior unreinforced masonry (brick) walls. The building is 45 feet high and roughly 122 feet by 47 feet in plan, with a total floor area of approximately 11,500 square feet. The former power house is located south of, and adjacent to, the office building. The former power house is a one-story building with an interior elevated platform that extends the length of the west wall. The building is 28 feet high and approximately 90 feet by 37 feet in plan, with an approximate floor area of 3,300 square feet. The building contains a reinforced concrete roof slab and beams supported on steel trusses. The north side of the roof is supported on the south wall of the adjacent office building. The exterior walls consist of unreinforced masonry construction, with a cement encasement of the exterior west and south walls from the mezzanine to the roof. No transformers currently exist in the former power house.

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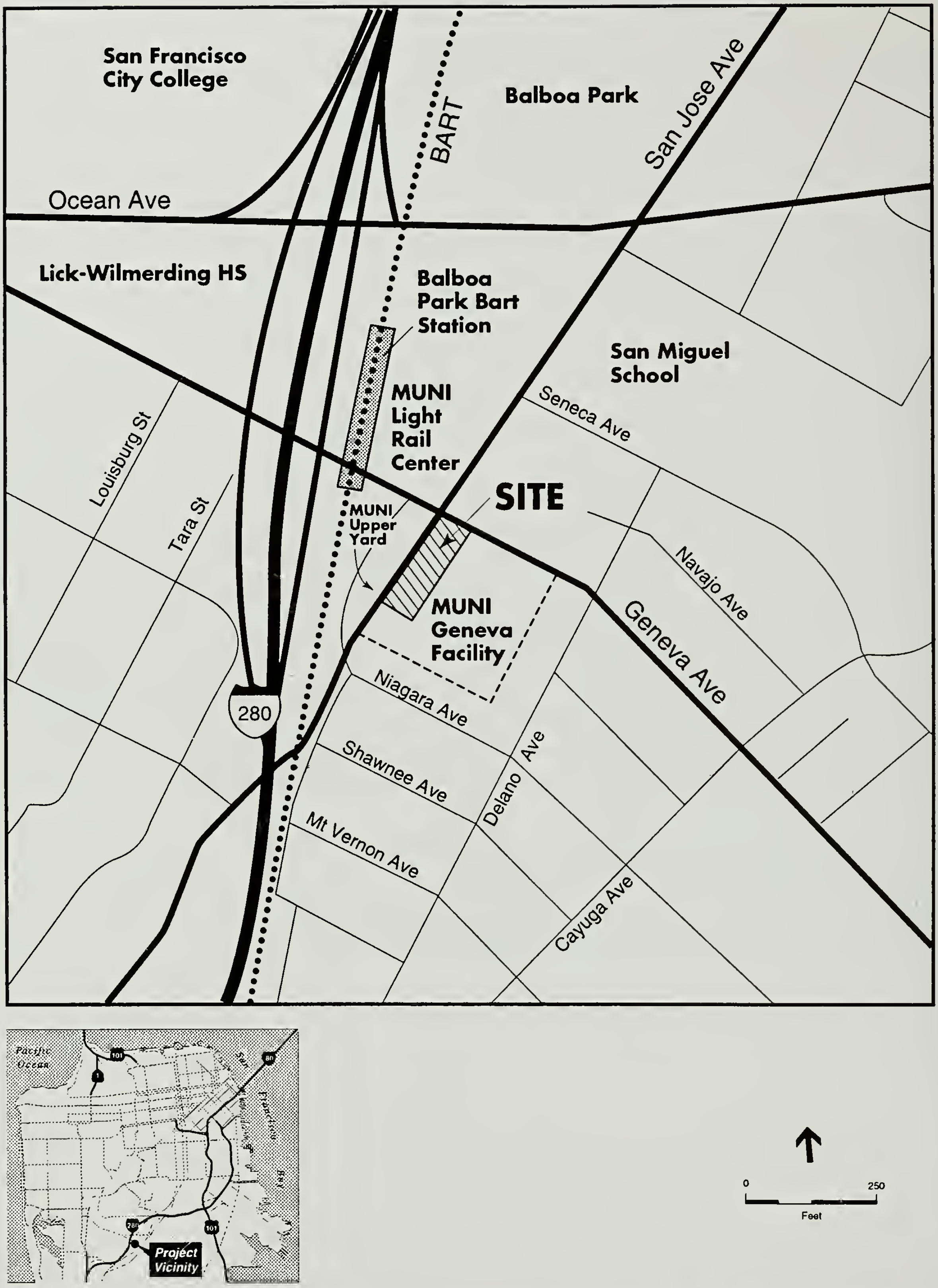
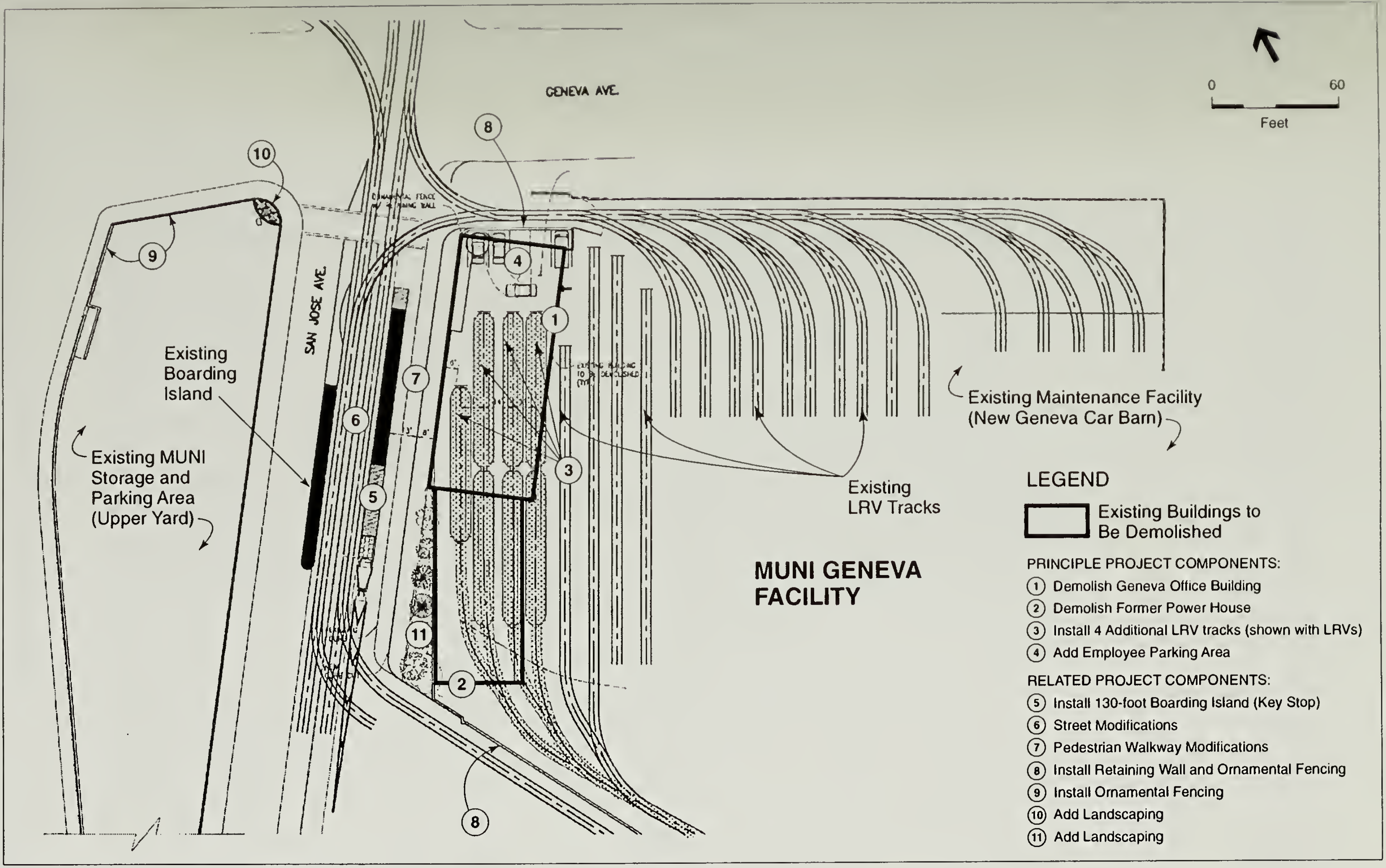
[1] FEMA has determined the project to be eligible for a Categorical Exclusion from federal environmental review, pursuant to FEMA's implementation guidelines for the National Environmental Policy Act (NEPA).

As a related action, MUNI would relocate a passenger boarding platform (key stop) from its current location on San Jose Avenue at Seneca Avenue (one block north of the project site), to San Jose Avenue adjacent to the project site (see Figure 2). Currently, there is not sufficient space to accommodate the proposed key stop without affecting the existing office and power house buildings. Required modifications to San Jose Avenue in the proposed key stop vicinity following demolition of the buildings would include minor street widening and restriping, and realignment of the pedestrian curb adjacent to the project site. The existing setback from the curb along the east side of San Jose Avenue to the project buildings ranges between approximately 16 and 32 feet, depending on location. Relocating the curb to the east would narrow this width by approximately seven to eight feet, allowing for a corresponding increase in street width. A retaining wall is proposed along the west side of the Geneva Facility, topped by a new ornamental wrought iron fence. Other proposed new construction would include replacement of the existing chain link fence that surrounds the existing employee parking lot located west of San Jose Avenue with an ornamental wrought iron fence, and new landscaping along San Jose Avenue adjacent to the Geneva Facility, and at the southwest corner of San Jose and Geneva Avenues.



SOURCE: Environmental Science Associates

Figure 1
Project Location


GENEVA AVE.
SAN JOSE AVE.
0
60
Feet
Existing Boarding Island
Existing MUNI Storage and Parking Area (Upper Yard)
Existing Maintenance Facility (New Geneva Car Barn)
Existing LRV Tracks
MUNI GENEVA FACILITY
1
2
3
4
5
6
7
8
9
10
11
LEGEND
Existing Buildings to Be Demolished
PRINCIPLE PROJECT COMPONENTS:
① Demolish Geneva Office Building
② Demolish Former Power House
③ Install 4 Additional LRV tracks (shown with LRVs)
④ Add Employee Parking Area
RELATED PROJECT COMPONENTS:
⑤ Install 130-foot Boarding Island (Key Stop)
⑥ Street Modifications
⑦ Pedestrian Walkway Modifications
⑧ Install Retaining Wall and Ornamental Fencing
⑨ Install Ornamental Fencing
⑩ Add Landscaping
⑪ Add Landscaping

SOURCE: San Francisco Public Transportation Department

Figure 2
Proposed Site Plan

II. SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

A. EFFECTS FOUND TO BE POTENTIALLY SIGNIFICANT

The Geneva Office Building and Power House Demolition project is examined in this Initial Study to identify potential effects on the environment. Two project-specific effects, impacts on historic architectural resources and transportation have been determined to be potentially significant, and will be analyzed in an Environmental Impact Report (EIR).

B. EFFECTS FOUND NOT TO BE SIGNIFICANT

The following potential impacts were determined either to be insignificant or to be mitigated through measures included in the project. These items are discussed in Section III below, and require no further environmental analysis in the EIR: land use, visual quality, population, noise, air quality, utilities/public services, biology, geology/topography, water, energy, hazards and archaeological resources.

III. ENVIRONMENTAL EVALUATION CHECKLIST AND DISCUSSION

A. COMPATIBILITY WITH EXISTING ZONING AND PLANS	Discussed	Not Applicable
1) Discuss any variances, special authorizations, or Changes proposed to the City Planning Code or Zoning Map, if applicable.	X	
* 2) Discuss any conflicts with any adopted environmental Plans and goals of the City or Region, if applicable.	X	X

The San Francisco Planning Code, which incorporates by reference the City Zoning Maps, governs permitted uses, densities and configuration of buildings within San Francisco. Permits to construct new buildings or to alter or demolish existing ones may not be issued unless the proposed project conforms to the Code, or an exception is granted pursuant to provisions of the Code.

The project would require approval of demolition and building permits, which would require review and approval by the Planning Department and Department of Building Inspection. In addition, the project would require approval of a Certificate of Appropriateness for demolition of a City landmark. The Certificate of Appropriateness would be reviewed by the Landmarks Preservation Advisory Board prior to consideration by the Planning Commission. Characteristics of City designated landmarks, and procedures and standards relative to Certificates of Appropriateness are contained in Article 10 of the City Planning Code. The project also would be subject to the requirements of Section 106 of the National Historic Preservation Act of 1966, as amended, because of FEMA funding.

Environmental plans and policies, like the Bay Area Air Quality Plan, directly address physical environmental issues and/or contain standards or targets that must be met in order to preserve or improve specific components of the City's physical environment. The proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy.

The City and County of San Francisco *General Plan* provides general policies and objectives to guide land use decisions. In the case of the proposed project, there is no obvious or substantial conflict with any such policy other than the issue of historic preservation. In general, potential conflicts with the *General Plan* are considered by the decisions-makers (normally the Planning Commission) independently of the environmental review process, as part of the decision to approve, modify or disapprove a proposed project. Any potential conflict not identified here could be considered in that context, and would not alter the physical environmental effects of the proposed project. The relationship of the proposed project to objectives and policies of the *General Plan* will be discussed in the EIR.

On November 4, 1986, the voters of San Francisco passed Proposition M, the Accountable Planning Initiative, which established eight Priority Policies. Subsequently, the Planning Code was amended to include these Policies which are now set forth in Section 101.1. These policies are: preservation and enhancement of neighborhood-serving retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to issuing a Certificate of Appropriateness for the proposed project, the Planning Commission is required to find that the proposed project is consistent with the Priority Policies.

B. ENVIRONMENTAL EFFECTS

1 Land Use. Could the project:	Yes	No	Discussed
(a) Disrupt or divide the physical arrangement of an established community?		X	X
(b) Have any substantial impact upon the existing character of the vicinity?		X	X

The vacant buildings proposed to be demolished are located within the northwest portion of an existing MUNI maintenance and storage yard. The proposed re-use of the project site consists of expansion of existing uses at the Geneva Facility, including additional rail storage tracks and employee parking spaces. This proposed re-use of the site would not substantially alter the general land use of the immediate area, which includes the rest of the Geneva Facility (including the New Geneva Car Barn and Geneva Rail Yard) immediately east and south of the site; additional MUNI storage and parking facilities

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* Derived from State EIR Guidelines, Appendix G, normally significant effect.

(MUNI Upper Yard) located west of the site across San Jose Avenue, the MUNI Curtis E.Green Light Rail Facility located northwest of the site, a restaurant north of the site across Geneva Avenue, and a rug cleaning business located south of the Geneva Yard. The re-use also would not disrupt or divide the neighborhood, since it would be achieved within the existing MUNI property.

The project site is within a P (Public) Use District. The Planning Code states that the P District "is to apply to land that is owned by a governmental agency and in some form of public use, including open space" (Section 234). Zoning immediately northwest, west, south and east of the project site is P, including the rest of the MUNI Geneva Facility, the MUNI Upper Yard, the MUNI Light Rail Facility, Balboa BART Station, and Interstate 280. Immediately north of the project site across Geneva Avenue is NC-1 (Neighborhood Commercial Cluster). The residential area south and east of the Geneva Facility is RH-1 (House, One-Family).

The majority of the project site is within a 105-E Height and Bulk District (105-foot maximum height limit, limits on bulk above 65 feet), with the remainder in a 40-X Height and Bulk District (40-foot maximum height limit, no bulk limit). The surrounding vicinity consists of 105-E Height and Bulk District immediately to east and west of project site, 160-E northwest of the project site (at Balboa BART Station), and 40-X.

While the project would not substantially alter the character of the area in terms of land use, and while Land Use requires no further study in the EIR, the effect of demolition of this City landmark, and the project's relationship to zoning will be discussed in the EIR.

The proposed relocation of the key stop on San Jose Avenue from its current location at Seneca Avenue to the proposed location adjacent to the project site would require alterations to San Jose Avenue to accommodate the boarding island. However, the operation of the proposed key stop would not disrupt or divide the immediate community. As identified above, MUNI uses are located both east and west of the San Jose Avenue in this location. In addition, an existing MUNI boarding island (serving southbound travel) is located on the west side of San Jose Avenue, directly across from the proposed key stop. The proposed key stop would be strategically located to better serve BART and MUNI patrons.

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* Derived from State EIR Guidelines, Appendix G, normally significant effect.

2) Visual Quality. Could the project:	Yes	No	Discussed
* (a) Have a substantial, demonstrable negative aesthetic effect?		X	X
(b) Substantially degrade or obstruct any scenic view or vista now observed from public areas?		X	X
(c) Generate obtrusive light or glare substantially impacting other properties?		X	X

The proposed project would result in a noticeable visual change, since it would demolish an historic two-story office building and former power house, and replace it with a paved LRV storage and employee vehicle parking area. The loss of these buildings would affect the historic character of this site; the effect of which will be discussed in the EIR. However, as discussed below, the demolition of these buildings by itself would not constitute a substantial, demonstrable negative aesthetic effect.

Following the Loma Prieta earthquake, the buildings were condemned by the Department of Building Inspection; the interiors and exterior of the buildings have remained in a state of disrepair (including boarded up and broken windows, and visual signs of vandalism). In addition, following the Loma Prieta earthquake, the City installed along San Jose Avenue adjacent to the site chainlink fencing, which remains today. From the perspective of these existing negative visual characteristics, it is unclear whether demolition of the buildings would be interpreted as a positive or negative visual change. However, the visual change would not be considered to be a significant adverse environmental impact.

The proposed uses at the project site (additional rail storage tracks and employee parking), and the proposed relocation of the key stop on San Jose Avenue, would not involve construction that would block scenic views or vistas, or introduce obtrusive sources of light or glare. The proposed ornamental fencing at the Geneva Yard and adjacent storage facilities could serve to screen public views of these uses, depending on fence design. The proposed landscaping along San Jose Avenue and at the corner of San Jose Avenue and Geneva Avenue would enhance the visual character of these streets in the project vicinity.

In view of the above, Visual Quality does not require further study in the EIR.

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* Derived from State EIR Guidelines, Appendix G, normally significant effect.

3) Population. Could the project:	Yes	No	Discussed
* (a) Induce substantial growth or concentration of population?		X	X
* (b) Displace a large number of people (involving either housing or employment)?		X	X
(c) Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?		X	X

The proposed project would neither induce growth or displace people in the project vicinity. No employment would be displaced as the existing buildings on the project site are vacant. The space created by the demolition of these buildings would help to accommodate an existing demand for additional operational and storage space at the facility, and would not generate new employment opportunities. Therefore, population and housing require no further analysis in the EIR.

4) Transportation / Circulation. Could the project:	Yes	No	Discussed
* (a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?		X	X
(b) Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?	X		
(c) Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?		X	X
(d) Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?		X	X

During demolition of the buildings and construction of the proposed facilities, contractors would come to and from the site, materials would be delivered, and debris would be hauled from the site. These activities would result in a temporary increase in truck traffic, and on occasion would inconvenience those who normally drive to or through the area, as well as those who park in the immediate vicinity of the project site. While potentially annoying, this inconvenience would be temporary, and the increase in truck traffic would not exceed either the capacity of the surrounding streets, or amounts which are generally accepted in a mixed use urban area. Construction-related transportation issues would not be significant, and therefore will not be discussed in the EIR.

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* Derived from State EIR Guidelines, Appendix G, normally significant effect.

No new ingress or egress points to the Geneva Yard for either LRVs or employee vehicles would be introduced as part of the project. However, the proposed additional track capacity and employee parking at the project site would provide the potential for an incremental increase in LRV and employee vehicle movements in and out of existing access points to the MUNI railyard. Although the potential increase in vehicles would not be substantial in terms of roadway capacity, the EIR will assess the impact of potential increases in MUNI's operation at the Geneva Facility on the local transportation system, including other existing and proposed transit uses in the immediate vicinity.

The proposed key stop would be located at a juncture between MUNI lines along both San Jose Avenue and Geneva Avenue, and would therefore better serve as a transfer point between MUNI lines than the existing station (located two blocks north on San Jose Avenue). In addition, the proposed key stop would be located only one-half block east of the Balboa Park BART Station, and thus, would more conveniently serve that transit facility.

Development of the proposed key stop would require street widening and restriping, and realignment of the pedestrian curb on San Jose Avenue in the key stop vicinity. The EIR will assess the effect of development of the key stop on existing traffic operations and on-street parking supplies in the key stop vicinity. In addition, the key stop would generate additional transit patrons on the streets and walkway in the key stop vicinity. The EIR will assess the effect of operation of the key stop on vehicular circulation, as well as pedestrian and bicycle circulation in the key stop vicinity.

5) Noise. Could the project:	Yes	No	Discussed
* (a) Increase substantially the ambient noise levels for adjoining areas?		X	X
(b) Violate Title 24 Noise Insulation Standards, if applicable?		X	X
(c) Be substantially impacted by existing noise levels?		X	X

Ambient noise in the project vicinity is influenced by the presence of the various transit facilities in the project vicinity, including the MUNI Curtis E. Green Light Rail Facility and MUNI Geneva Facility, which provide facilities associated with the operation of LRVs on Geneva Avenue and San Jose Avenue; and the Balboa Park BART Station. Noise levels in the project vicinity also are dominated by vehicular traffic, including trucks, buses, cars, and emergency vehicles. Traffic on I-280, one-half block west of the site, is audible at most times. The Environmental Protection Element of the San Francisco *General*

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* Derived from State EIR Guidelines, Appendix G, normally significant effect.

Plan indicated a day-night background noise level (Ldn) of 75 dBA on Geneva and San Jose Avenues in 1974.[2, 3]

Demolition, excavation, and building construction would temporarily increase noise in the site vicinity. Demolition of the two buildings would require approximately three months, and new construction (including the proposed key stop) would require approximately three months. Construction noise levels would fluctuate depending on construction phase, equipment type and duration of use, distance between noise source and listener, and presence or absence of barriers. The project would not require pile driving.

During the construction period, temporary construction noise would be noticed by neighboring residents and workers. Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the City Police Code). The ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA at a distance of 100 feet from the source. Impact tools (such as jackhammers and impact wrenches) must have both intake and exhaust muffled to the satisfaction of the Director of Public Works. Section 2908 of the Ordinance prohibits construction work between 8:00 p.m. and 7:00 a.m., if noise would exceed the ambient noise level by five dBA at the project property line, unless a special permit is authorized by the Director of Public Works.

At times during construction, noise levels would be above existing levels in the project area. There would be times when construction noise would interfere with indoor activities in nearby residences and commercial uses adjacent to the project site. Construction noise impacts would be temporary in nature and limited to the period of construction. Therefore, they are not considered significant environmental impacts.

To produce a noticeable increase in environmental noise, a doubling of existing traffic (i.e., from LRVs, employee vehicles, etc.) would be required. The project could result in an incremental, but not substantial increase in LRV and employee vehicle movements, and therefore, would not result in perceptibly greater noise levels than those existing in the area. The proposed off-street parking spaces would primarily serve to accommodate an existing demand for parking at the Geneva Facility (currently provided for, in part, at the MUNI Upper Yard located across San Jose Avenue). Since no increase in employment is proposed under the project, no net increase in off-site employee vehicle trips would occur. Proposed hours of operation of the railyard facility would not change under the project.

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[2] dBA is a measure of sound in units of decibels (dB). The "A" denotes the A-weighted scale, which simulates the response of the human ear to various frequencies of sound. Ldn, the day-night average noise level, is a noise measurement based on human reaction to cumulative noise exposure over a 24-hour period, taking into account the greater annoyance of nighttime noises; noise between 10 p.m. and 7 a.m. is weighted 10 dBA higher than daytime noise. Leq, the equivalent noise level, is the average energy content of the noise over a given time period.

[3] San Francisco Department of City Planning, San Francisco General Plan, Environmental Protection Element, p. I.6.13,15.

The proposed key stop relocation from its existing location on San Jose Avenue south of Seneca Avenue (one block north of Geneva Avenue) to the proposed location just south of Geneva Avenue would not be expected to result in an increase in environmental noise.

Construction-related noise, effects related to noise-sensitive receptors, and operational noise anticipated following construction of the project would not be considered significant for reasons stated above, and will not be analyzed in the EIR.

6)	Air Quality/Climate. Could the project:	Yes	No	Discussed
* (a)	Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?		X	X
* (b)	Expose sensitive receptors to substantial pollutant concentrations?		X	X
(c)	Permeate its vicinity with objectionable odors?		X	
(d)	Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?		X	X

The Bay Area Air Quality Management District (BAAQMD) has established thresholds for projects requiring its review for potential air quality impacts. These thresholds are based on the minimum size project which the District considers capable of producing air quality impacts. The project would not exceed this minimum standard. Therefore, no significant air quality impact would be generated by the project and air quality issues will not be discussed in the EIR. Potential dust-generation of hazardous substances during demolition activities will be addressed in the context of hazardous materials in this Initial Study.

Demolition, grading and other ground-disturbing construction activities would temporarily affect local air quality for about three months, causing a temporary increase in particulate dust and other pollutants. Dust emission during demolition and excavation would increase particulate concentrations near the site. Dustfall can be expected at times on surfaces within 200 to 800 feet. Under high winds exceeding 12 miles per hour, localized effects including human discomfort might occur downwind from blowing dust. Construction dust is composed primarily of particularly large particles that settle out of the atmosphere more rapidly with increasing distance from the source and are easily filtered by human breathing passages. In general, construction dust would result in more of a nuisance than a health hazard in the vicinity of construction activities. About one-third of the dust generated by construction activities consists of smaller size particles in the range that can be inhaled by humans (*i.e.*, particles 10 microns or smaller in diameter, known as PM_{10}, although those particles are generally inert. Persons with respiratory diseases immediately downwind of the site, as well as any unprotected electronics equipment, could be sensitive to this dust. More of a nuisance than a hazard for most people, this dust could affect persons with respiratory diseases, as well as sensitive electronics or communications equipment.

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* Derived from State EIR Guidelines, Appendix G, normally significant effect.

To minimize impacts, the project sponsor would require the contractor to wet down the construction site twice a day during construction to reduce particulates by at least 50 percent; would require covering soil, sand and other material; and would require street sweeping around demolition and construction sites at least once per day (see mitigation, p. 20). With inclusion of this mitigation measure, construction air quality impacts would not be significant and this topic will not be discussed in the EIR.

7)	Utilities/Public Services. Could the project:	Yes	No	Discussed
* (a)	Breach published national, state or local standards relating to solid waste or litter control?		X	
* (b)	Extend a sewer trunk line with capacity to serve new development?		X	
(c)	Substantially increase demand for schools, recreation or other public facilities?		X	
(d)	Require major expansion of power, water, or communications facilities?		X	X

The proposed project would not increase demand for and use of public services and utilities on the project site, and would not be expected to have any measurable impact on public services or utilities. This topic requires no further analysis and will not be included in the EIR.

8)	Biology. Could the project:	Yes	No	Discussed
* (a)	Substantially affect a rare or endangered species of animal or plant or the habitat of the species?		X	X
* (b)	Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?		X	
(c)	Require removal of substantial numbers of mature, scenic trees?		X	

The demolition site and the proposed location for the key stop and street modifications are covered entirely by impervious surfaces. No trees exist in these locations. The project would not affect any

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* Derived from State EIR Guidelines, Appendix G, normally significant effect.

threatened, rare or endangered plant life or habitat. The project would not interfere with any resident or migratory species. This topic will not be discussed in the EIR.

9) Geology/Topography. Could the project:	Yes	No	Discussed
* (a) Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)?		X	X
(b) Change substantially the topography or any unique geologic or physical features of the site?		X	

The *San Francisco General Plan* Community Safety Element contains maps that show areas in the city subject to geologic hazards. The project site is located in an area subject to groundshaking from earthquakes along the San Andreas and Northern Hayward Faults and other faults in the San Francisco Bay Area (Maps 2 and 3).

Due to the substantial structural damage which occurred to the Geneva Building and former power house as a result of the Loma Prieta earthquake, the buildings were condemned by the Utilities Engineering Bureau of the San Francisco Public Utilities Commission (now the Public Transportation Commission in 1989, and are currently vacant. The buildings in their current condition present a falling hazard to the public and a collapse hazard to any occupants from earthquake movement. The proposed project would entail removal of these buildings that would otherwise continue to pose a safety hazard to employees and the public in the immediate vicinity of the buildings. The potential seismic upgrade, preservation and reuse of the project buildings will be analyzed in the EIR as an alternative.

The proposed demolition of the Geneva Office Building may require excavation of the building's basement. Any potential excavation would likely extend only one to two feet below the floor of this basement, and would be replaced by fill. In addition, minor grading would occur in the west portion of the site to provide a level surface for proposed LRV tracks. A retaining wall would be constructed along the west side of the project site to provide structural support for the adjacent pedestrian walkway adjacent on San Jose Avenue. No changes in elevation of the San Jose Avenue roadway and pedestrian walkway would occur. The project site would be paved, excluding where landscaping is proposed. Therefore, the proposed project construction components would not substantially change topography or create any geologic hazards in the project vicinity.

No further analysis of geology and seismicity effects of the proposed project is required in the EIR.

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* Derived from State EIR Guidelines, Appendix G, normally significant effect.

10) Water. Could the project:	Yes	No	Discussed
* (a) Substantially degrade water quality, or contaminate a public water supply?		X	
* (b) Substantially degrade or deplete groundwater resources, or interfere substantially with groundwater recharge?		X	X
* (c) Cause substantial flooding, erosion or siltation?		X	

The demolition project would require minimal excavation, and would not result in any change in the amount or percentage of impervious surface on the project site. Therefore, neither groundwater resources nor runoff and drainage would be affected.

The project site is entirely covered by impervious surfaces. The project would not increase the area of impervious surface on the site, and would not alter the drainage pattern of the site; site runoff would continue to drain into the City's combined sanitary and storm sewer system, as at present. The proposed landscaped areas along San Jose Avenue and at the corner of San Jose and Geneva Avenues would serve to incrementally decrease runoff in the project vicinity.

No further analysis of water resources is required in the EIR.

11) Energy/Natural Resources. Could the project:	Yes	No	Discussed
* (a) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?		X	X
(b) Have a substantial effect on the potential use, extraction, or depletion of a natural resource?		X	

The project would meet current state and local codes concerning energy consumption. It would not cause a wasteful use of energy. This topic, energy consumption impacts, requires no further analysis and will not be discussed in the EIR.

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* Derived from State EIR Guidelines, Appendix G, normally significant effect.

12) Hazards. Could the project:	Yes	No	Discussed
* (a) Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?		X	X
* (b) Interfere with emergency response plans or emergency evacuation plans?		X	
(c) Create a potentially substantial fire hazard?		X	

A Phase I environmental site assessment has been performed for the project site and is summarized here. Suspect asbestos-containing materials have been found within the Geneva Office proposed to be demolished as part of the project.[4] Demolition of the existing building must comply with State law that requires, where there is asbestos-related work involving 100 square feet or more of asbestos-containing materials, that a contractor be certified and that certain procedures be followed.[5]

Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, requires that local agencies not issue demolition permits until an applicant has demonstrated compliance with notification requirements under applicable Federal regulations regarding hazardous air pollutants, including asbestos. The Bay Area Air Quality Management District (BAAQMD) is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified ten days in advance of any proposed demolition. Notification includes the names, addresses and phone numbers of operations and persons responsible, including the contractor; description and location of the structure to be renovated/demolished including size, age and prior use, and the approximate amount of friable asbestos; scheduled starting and completion dates of demolition; nature of planned work and methods to be employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. The District randomly inspects removal operations. In addition, the District inspects any removal operations concerning which a complaint has been received.

The local office of the State Occupational Safety and Health Administration (OSHA) must be notified of asbestos abatement to be carried out. Asbestos abatement contractors must follow State regulations contained in 8 CCR 1529 and 8 CCR 341.6 through 341.14 where there is asbestos-related work involving 100 square feet or more of asbestos-containing material. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the properties where abatement would occur must have a Hazardous Waste Generator Number assigned by,

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[4] Environmental Science Associates, *Phase I Environmental Site Assessment, Geneva Office Building and Former Power House, 2301 San Jose Avenue, San Francisco, California*, February 27, 1998. The report is on file at the San Francisco Planning Department, 1660 Mission Street.

[5] Assembly Bill 2040, Asbestos 1985, Added Section 24223 and Chapter 25 to Division 20 of the Health and Safety Code.

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* Derived from State EIR Guidelines, Appendix G, normally significant effect.

and registered with, the California Department of Health Services in Sacramento. The contractor and the hauler of the material are required to file a Hazardous Waste Manifest that details the hauling of the material from the site and the disposal of the material. Pursuant to California law, the Department of Building Inspection would not issue the required permit until the applicant has complied with the notice requirements above.

These regulations and procedures, already established as part of the permit review process, would ensure that any potential impacts due to asbestos would be reduced to a level of insignificance.

Lead paint may be found in the interior and exterior painted surfaces of the buildings, constructed in 1901, and proposed for demolition as part of the project. Demolition must comply with Chapter 36 of the San Francisco Building Code, Work Practices for Exterior Lead-Based Paint. Where there is any work that may disturb or remove lead paint on the exterior of any building built prior to December 31, 1978, Chapter 36 requires specific notification and work standards, and identifies prohibited work methods and penalties.

Chapter 36 applies to buildings or steel structures on which original construction was completed prior to 1979 (which are assumed to have lead-based paint on their surfaces), where more than ten total square feet of lead-based paint would be disturbed or removed. The ordinance contains performance standards, including establishment of containment barriers, at least as effective at protecting human health and the environment as those in the HUD Guidelines (the most recent Guidelines for Evaluation and control of Lead-Based Paint Hazards) and identifies prohibited practices that may not be used in disturbance or removal of lead-based paint. Any person performing work subject to the ordinance shall make all reasonable efforts to prevent migration of lead paint contaminants beyond containment barriers during the course of the work, and any person performing regulated work shall make all reasonable efforts to remove all visible lead paint contaminants from all regulated areas of the property prior to completion of the work.

The ordinance also includes notification requirements, contents of notice, and requirements for signs. Notification includes notifying bidders for the work of any paint-inspection reports verifying the presence or absence of lead-based paint in the regulated area of the proposed project. Prior to commencement of work, the responsible party must provide written notice to the Director of the Department of Building Inspection, of the location of the project; the nature and approximate square footage of the painted surface being disturbed and/or removed; anticipated job start and completion dates for the work; whether the responsible party has reason to know or presume that lead-based paint is present; whether the building is residential or nonresidential, owner-occupied or rental property, approximate number of dwelling units, if any; the dates by which the responsible party has or will fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who will perform the work. (Further notice requirements include Sign When Containment is Required, Notice by Landlord, Required Notice to Tenants, Availability of Pamphlet

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* Derived from State EIR Guidelines, Appendix G, normally significant effect.

related to protection from lead in the home, Notice by Contractor, Early Commencement of Work [by Owner, Requested by Tenant], and Notice of Lead Contaminated Dust or Soil, if applicable.) The ordinance contains provisions regarding inspection and sampling for compliance by DBI, and enforcement, and describes penalties for non-compliance with the requirements of the ordinance.

These regulations and procedures required by the San Francisco Building Code would ensure that potential impacts due to lead-based paint would be reduced to a level of insignificance.

Other potential hazardous building materials such as PCB-containing electrical equipment could pose health threats for demolition workers but would be mitigated by building surveys and abatement as necessary (see mitigation, p. 20). Three electrical components, possibly ballast resistors, were observed in a subgrade crawl space between the two buildings. Electrical ballasts historically have been known to contain polychlorinated biphenols (PCBs) within their insulating fluid. If PCBs are present in the insulating fluid of these components, such fluid would be considered a hazardous waste. The potential for a release of the PCBs into the environment could occur if the resistors were left on site during building demolition activities, or through inappropriate disposal.

Mitigation is included in the project to reduce impacts of hazardous building materials (see p. 20). All potential health and safety issues related to building contamination and soil contamination and remediation would be reduced to a level of insignificance by mitigation measures included in the project, or would be regulated by current laws and construction practices; these issues do not require further analysis and will not be discussed in the EIR.

13) Cultural. Could the project:	Yes	No	Discussed
* (a) Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group; or a paleontological site except as a part of a scientific study?		X	X
(b) Conflict with established recreational, educational, religious or scientific uses of the area?		X	
(c) Conflict with the preservation of buildings subject to the provisions of Article 10 or Article 11 of the City Planning Code?	X		

The Geneva Office Building, designed by the Reid Brothers, was constructed along with the adjacent power house in 1901. The City designated the Geneva Office Building as a City landmark in 1986 (Landmark No. 180).

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* Derived from State EIR Guidelines, Appendix G, normally significant effect.

The Federal Emergency Management Agency (FEMA) is currently completing the Section 106 consultation process of the National Historic Preservation Act. In 1995, FEMA determined the buildings to be eligible for listing in the National Register of Historic Places (NRHP). The demolition of the buildings was determined by FEMA to be an adverse effect on historic properties, and would require the preparation and execution of a Memorandum of Agreement (MOA) between FEMA, MUNI, the Certified Local Government (CLG), the State Historic Preservation Office (SHPO) and Advisory Council on Historic Preservation. The potential effects on historic architectural resources, and the results of the Section 106 consultation process will be discussed in the EIR.

The Geneva Office Building contains a basement, which may be excavated and backfilled. Any potential excavation would likely extend only one to two feet below the floor of this basement. In addition, minor grading would occur in the west portion of the site to provide a level surface for proposed LRV tracks. Because only limited earthwork is proposed as part of the project, it is unlikely that any potential subsurface cultural resources would be disturbed. A mitigation measure is included in the project to reduce potential impacts to subsurface cultural resources in the unlikely event such resources be encountered during the limited excavation (see p. 20). No further discussion of subsurface archaeological resources will be included in the EIR.

C. OTHER	Yes	No	Discussed
Require approval and/or permits from City Departments other than Department of City Planning or Department of Building Inspection, or from Regional, State, or Federal Agencies?		X	

D. MITIGATION MEASURES	Yes	No	N/A	Discussed
1) Could the project have significant effects if mitigation measures are not included in the project?	X			X
2) Are all mitigation measures necessary to eliminate significant effects included in the project?	X			X

The following are mitigation measures related to topics determined to require no further analysis in the EIR. The EIR will contain a mitigation chapter describing these measures, which are proposed as part of the project, and also including other measures which would be, or could be, adopted to reduce potential adverse effects of the project identified in the EIR.

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* Derived from State EIR Guidelines, Appendix G, normally significant effect.

Construction Air Quality

- The project sponsor would require the contractor(s) to sprinkle demolition sites with water during demolition, excavation and construction activity; sprinkle unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soil, sand or other such material; and sweep surrounding streets during demolition and construction at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor would require that the contractor(s) obtain reclaimed water from the Clean Water Program for this purpose.

Hazards

- The project sponsor would ensure that building surveys for PCB-containing equipment are performed prior to the start of demolition. Any hazardous materials so discovered would be abated according to federal, state, and local laws and regulations. Although abatement is required by code, this discussion is included in the mitigation section for informational purposes. Specifically with respect to the electrical equipment identified in the subgrade crawl space between the two buildings, one of the following options should be done:

  a. If insulating fluid is present in the electrical ballasts, a sample of the fluid should be collected by a registered environmental assessor or other qualified environmental professional and transported to a state certified laboratory and tested for the presence of PCBs using EPA method 8080 for organo-chlorine pesticides). If the fluid is found to contain greater than 5 milligrams per liter of PCBs, then it would be considered a hazardous waste pursuant to Title 22, Section 66261.24 of the California Code of Regulations and should be disposed of in an appropriate landfill; or

  b. If it is more cost effective, the components may be directly disposed of as a hazardous material, assuming the presence of PCBs. Under this option, the costs of professional sampling and laboratory analysis would not be incurred.

Cultural Resources

- Should evidence of archeological resources of potential significance be found during ground disturbance, the project sponsor would immediately notify the Environmental Review Officer (ERO) and would suspend any excavation that the ERO determined might damage such archaeological resources. Excavation or construction activities that might damage discovered cultural resources would be suspended for a total maximum of four weeks over the course of construction.

  After notifying the ERO, the project sponsor would select an archaeologist to assist the Office of Environmental Review in determining the significance of the find. The archaeologist would prepare a draft report containing an assessment of the potential significance of the find and recommendations for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO would recommend specific additional mitigation measures to be implemented by the project sponsor.

Mitigation measures might include a site security program, additional on-site investigations by the archaeologist, and/or documentation, preservation, and recovery of cultural materials. Finally, the archaeologist would prepare a draft report documenting the cultural resources that were discovered, an evaluation as to their significance, and a description as to how any archaeological testing, exploration and/or recovery program was conducted.

Copies of all draft reports prepared according to this mitigation measure would be sent first and directly to the ERO for review. Following approval by the ERO, copies of the final report(s) would be sent by the archaeologist directly to the President of the Landmarks Preservation Advisory Board and the Northwest Information Center of the California Historical Resources Information System. Three copies of the final archaeology report(s) shall be submitted to the Office of Environmental Review, accompanied by copies of the transmittals documenting its distribution to the President of the Landmarks Preservation Advisory Board and the Northwest Information Center.

E. ALTERNATIVES

Alternatives to the proposed project will be discussed in the EIR and will include the following:

A. No Project. The site would remain in its existing condition. No seismic improvements would be made to the buildings; buildings would remain vacant.

B. Demolish Buildings, No Expanded MUNI Uses On Site. This alternative would demolish the buildings as proposed, however, no expansion of MUNI storage track capacity would occur on the site.

C. Preserve Buildings, Public Re-Use of Site. Buildings would be seismically upgraded, and used for City use (e.g., office for MUNI administration).

D. Preserve Buildings, Private Re-Use of Site. Buildings would be seismically upgraded, and converted to private use (e.g., commercial, office or mixed use).

F.	MANDATORY FINDINGS OF SIGNIFICANCE	Yes	No	Discussed
* 1)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history?	X		X
* 2)	Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?		X	
* 3)	Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)		X	
* 4)	Would the project cause substantial adverse effects on human beings, either directly or indirectly?		X	

The project could affect architectural resources. The EIR will consider these issues.

G. ON THE BASIS OF THIS INITIAL STUDY

____ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.

____ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures, numbers ____ , in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.

X I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

HILLARY E. GITELMAN
Environmental Review Officer
for

GERALD G. GREEN
Director of Planning

DATE: MAY 25, 1998

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* Derived from State EIR Guidelines, Appendix G, normally significant effect.

APPENDIX B

CRITERIA FOR LISTING ON THE NATIONAL REGISTER OF HISTORIC PLACES[1]

CRITERION A

Properties may be eligible for the National Register if they are associated with events that have made a significant contribution to the broad patterns of our history.

To be considered for listing under Criterion A, a property must be associated with events important in prehistory or history. Criterion A recognizes properties associated with single events in American history like the founding of a town or with more general, repeated activities like the development of a port city's prominence in trade and commerce over several decades. The event or events must be important within the theme or pattern: settlement, in the case of the town, or development of a maritime economy in the port city. Finally, the particular property should be a good representative of the theme and of the specific event or events. To be a good representative it must have strong associations with the event or events and it must possess integrity. Any consideration of a property's eligibility under Criterion A must address both these points.

Deciding whether a property is significant for its associative values involves several steps. As was discussed in Part III, Context, several questions must be asked about a property once its historical background—when it was used or built and by whom—is known. Knowledge is needed about the themes or historical patterns with which the property is associated and whether those themes are important in prehistory or history. Then the property should be considered under Criterion A, as outlined in the following guidelines.

CRITERION B

Properties may be eligible for the National Register if they are associated with the lives of persons significant in our past.

To be considered for listing under Criterion B, a property must be associated with a person whose activities were important within the context of a significant theme. Criterion B allows consideration of properties associated with individuals whose specific historic contributions to our society can be identified and documented. The criterion is also generally restricted to qualifying those properties that illustrate the individual's important achievements. This policy is explained further in the discussion of birthplaces and graves in Part VI. Consideration of a property's eligibility under Criterion B must address both why the individual was important and how the particular property is a good representative of the individual's significant activities or contributions.

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[1] Criteria abstracted from the *Code of Federal Regulations*, Title 36, Part 60

CRITERION C

Properties may be eligible for the National Register if they embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individuals distinction.

Embodying the distinctive characteristics of a type, period, or method of construction means illustrating the way in which a property was conceived, designed, or fabricated by a people of culture in past periods of history. Representing the work of a master refers to illustrating the technical and/or aesthetic achievements by a craftsman. Possessing high artistic values concerns the expression of aesthetic ideals of preferences and applies to aesthetic achievement. Resources that represents a significant and distinguishable entity whose components may lack individual distinction are districts. Districts are usually historic environments that convey a sense of time and place through the survival of many different kinds of features and the survival of the relationships among those features.

CRITERION D

Properties may be eligible for the National Register if they have yielded, or may be likely to yield, information important in prehistory or history.

To be considered for listing under Criterion D, a property must have yielded or must have the potential to yield important information about some aspect of prehistory or history, including events, processes, institutions, design, construction, settlement, migration, ideals, beliefs, lifeways, and other facets of the development or maintenance of cultural systems. Criterion D allows consideration of both properties that have yielded important information and that have the capacity to yield additional information, and properties that have not yet yielded important information but are likely to do so. Any consideration of a property's eligibility under Criterion D must address (1) whether the property has information to contribute to our understanding of history or prehistory and (2) whether that information is important. The answers to these questions depend upon careful evaluation of the property within an appropriate context. (See Part III regarding context.)

Once enough is known about a property to evaluate it, the evaluation process should include the following sequence. The first step should be defining the significance of the property by identifying the particular aspect of history or prehistory to be addressed and why information on that topic is important. The statement of significance then defines the kinds of evidence or the data requirements that the property must contain to provide the significant information. These data requirements in turn indicate the kinds of integrity the property must possess. (See guidelines 6a, b, c and 7 below, and Part V on integrity.)

APPENDIX C

TRANSPORTATION APPENDIX – BOARDING PLATFORM CONCEPTUAL DESIGNS[1]

The following presents a discussion of potential boarding island design configurations developed by Nelson\Nygaard Consulting Associates in consultation with MUNI.

DESIGN #1: LOW-LEVEL BOARDING PLATFORM ONLY

This is one of the narrowest platform configurations of the design options, and does not include a key stop (ADA-accessibility) on San Jose Avenue at Geneva Avenue. The northbound key stop would remain at its present location two blocks north at the intersection of Seneca Avenue. This configuration includes a 95-foot long by six-foot wide low-level platform (see Figure C-1). It would meet the City's health and safety requirements by providing the 13-foot driving lane and an eight foot sidewalk. This design option accommodates the Geneva Railyard expansion described in the proposed project, including the additional storage space for seven LRVs and five employee vehicle parking spaces. As with all the design options presented in this section, the proposed platform would only be long enough to fully accommodate boarding and disembarking of a single-car train, or the front car of a two-car train . Additional striping and/or construction of an islet south of the proposed platform would be required to accommodate simultaneous alightings from the rear car of a two-car train.[2] While loading/unloading at the platform, the single- or two-car LRV would not block vehicles trying to enter or leave the Geneva Railyard south entrance.

DESIGN #2. LOW-LEVEL BOARDING PLATFORM WITH MECHANICAL LIFT

This option is similar to Design #1, but includes a mechanical lift at the south end of the boarding island to provide a northbound key stop at the intersection (see Figure C-2). The lift would add about six feet to the length of the platform described in Design #1. While a lift is a very space efficient method of providing a key stop, it is not MUNI's or the disabled community's favored key stop solution. The lifts are exposed to the elements, resulting in frequent mechanical problems and vandalism. Another disadvantage with the lift is the extra

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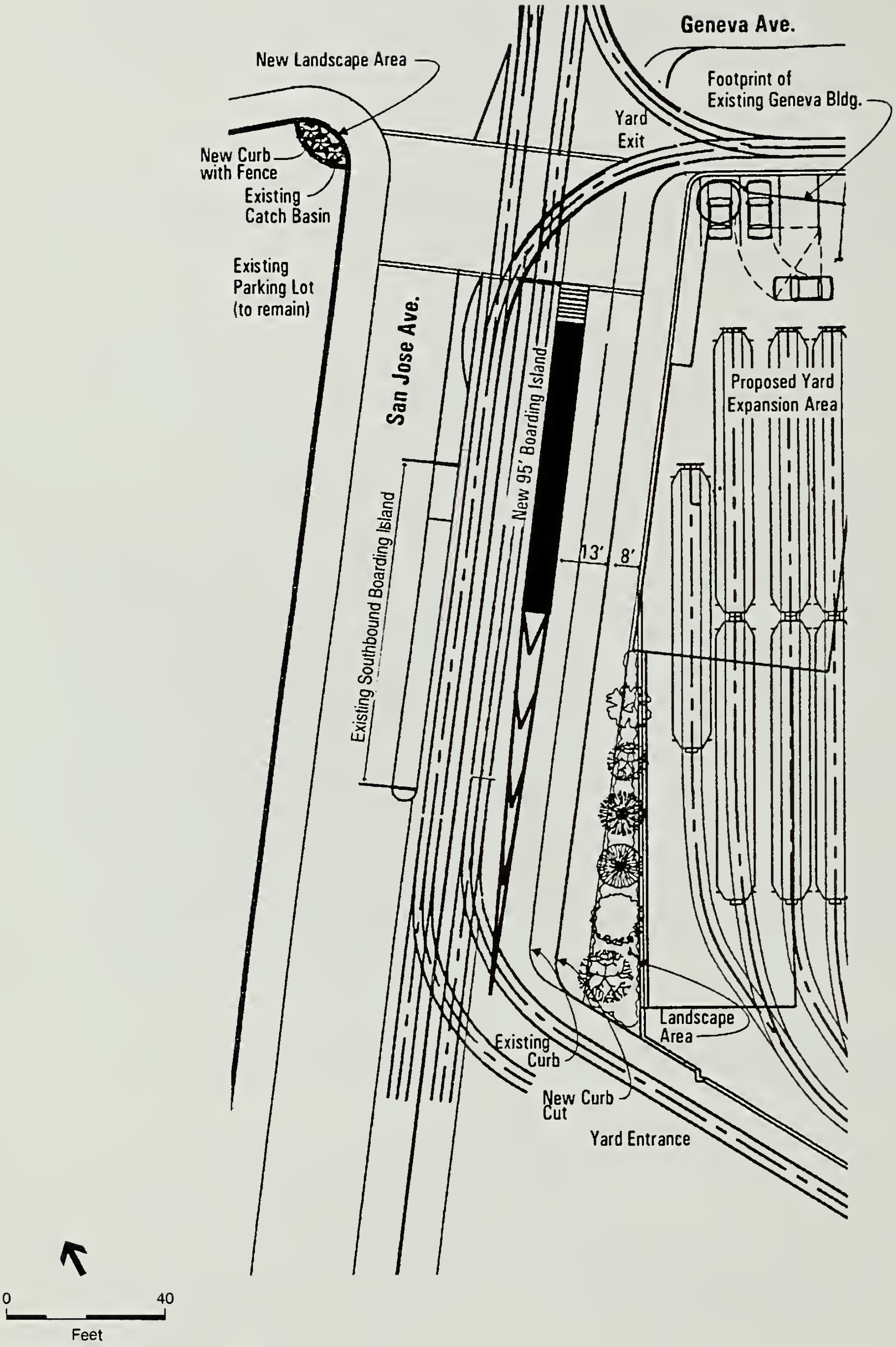
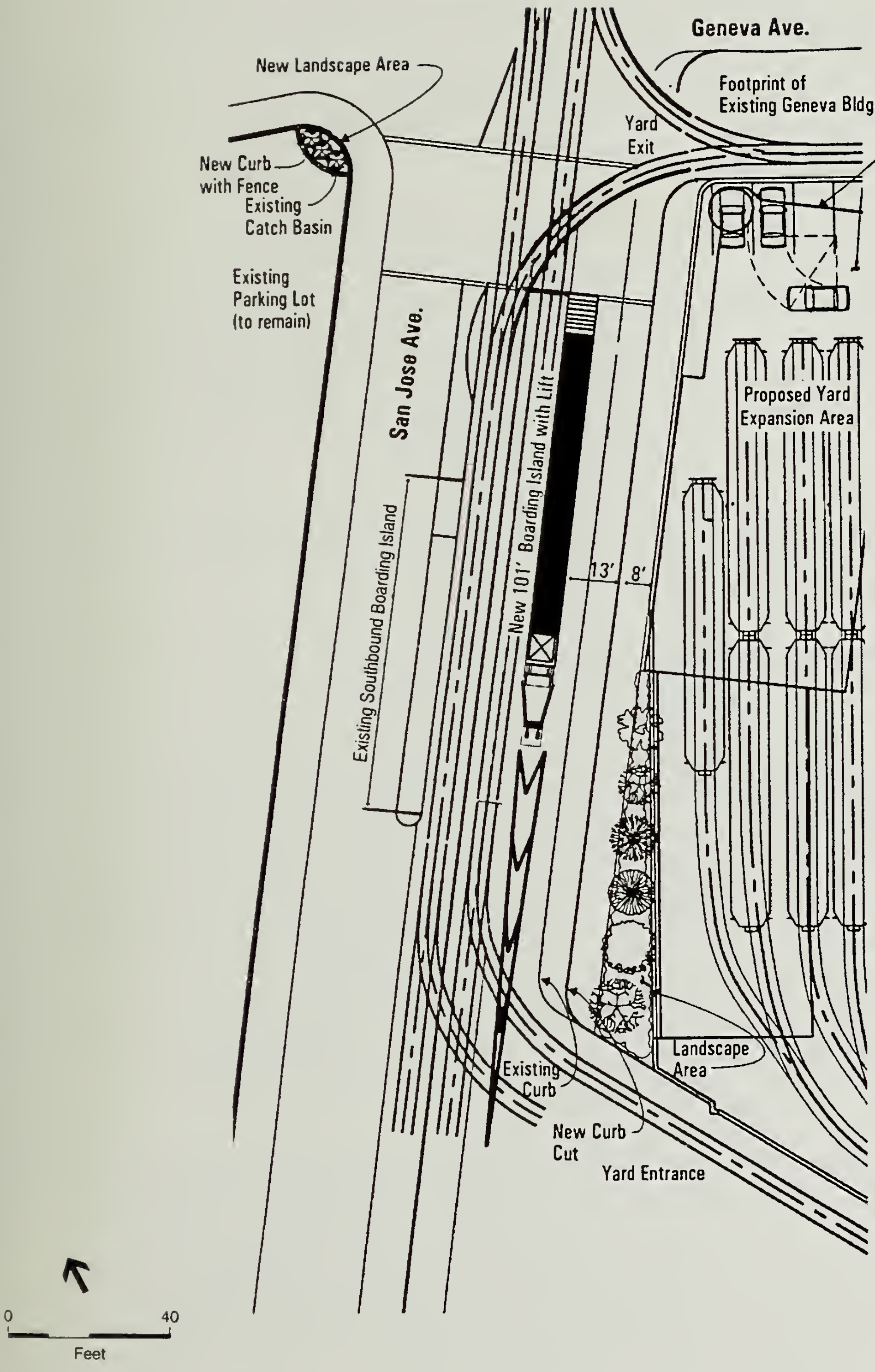
[1] A transportation analysis was prepared by Nelson\Nygaard Consulting Associates for the project. That analysis is presented in this appendix and in Section III.C of the EIR, and supplemented as appropriate.

[2] An islet consists of a slightly elevated (i.e., one to two inches), paved area that would serves as a designated alighting area for trains, but would not impede movement of regular vehicular traffic when the islet is not in use.



SOURCE: Nelson\Nygaard Consulting Associates;
San Francisco Public Transportation Department

Figure C-1
Low-Level Boarding Platform Only


Geneva Ave.
New Landscape Area
Footprint of Existing Geneva Bldg.
Yard Exit
New Curb with Fence
Existing Catch Basin
Existing Parking Lot (to remain)
San Jose Ave.
Proposed Yard Expansion Area
New 101' Boarding Island with Lift
Existing Southbound Boarding Island
13'
8'
Landscape Area
Existing Curb
New Curb Cut
Yard Entrance
0
40
Feet

SOURCE: Nelson\Nygaard Consulting Associates;
San Francisco Public Transportation Department

Figure C-2
Low-Level Boarding Platform
with Mechanical Lift

time needed to operate it. If the lift is not operating correctly, this can cause transit vehicles to get substantially behind schedule. As with all the design options presented in this section, the proposed platform would only be long enough to fully accommodate boarding and disembarking of a single-car train, or the front car of a two-car train. Additional striping and/or construction of an islet south of the proposed platform would be required to accommodate simultaneous alightings from the rear car of a two-car train

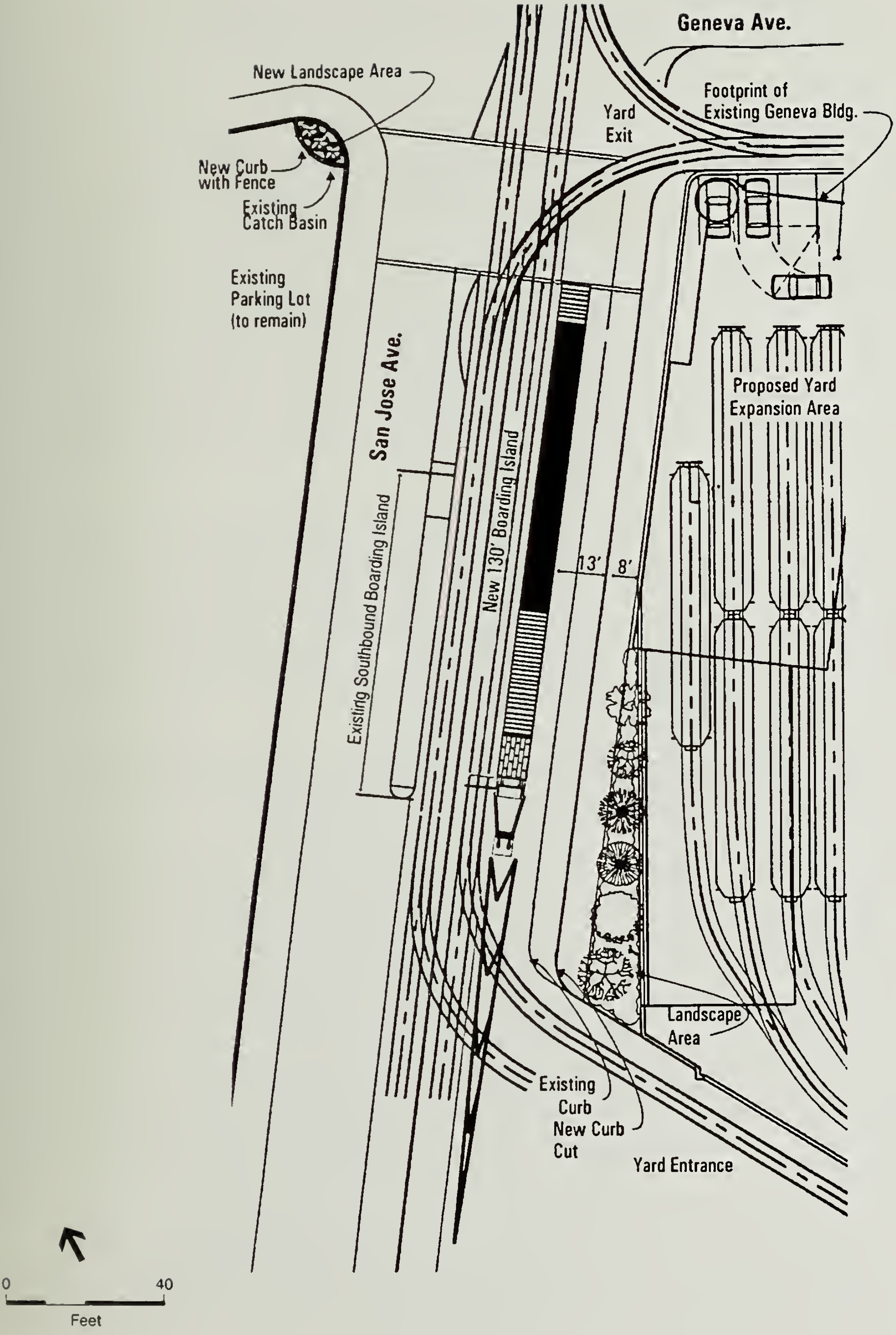
While loading/unloading at the handicapped lift (which would occur at the front doors of the LRV car), the rear of a single-car train would not block the Geneva Railyard south entrance on San Jose Avenue, however, the rear car of a two-car train would block the entrance, preventing other vehicles from entering or leaving the Geneva Railyard and increasing delays along San Jose Avenue during these dwell times. Since loading/unloading at the handicapped lift would be infrequent, resultant traffic delays would typically be intermittent and short in duration and should not result in seriously backing up traffic at the intersection.

Because of the unreliability of mechanical lifts, this solution is only recommended for use in the most difficult situations. Since there other feasible key stop design options for the location, this design option is not recommended.

DESIGN #3: LOW-LEVEL BOARDING PLATFORM WITH IN-LINE RAMP TO HIGH-LEVEL BOARDING PLATFORM

This option results in the longest island configuration. Preliminary design indicates that the boarding island, incorporating both a 95 foot long low-level boarding platform, ramps and a high-level boarding platform, would, in total, be about 130 feet long and six feet wide (see Figure C-3). It includes the through traffic lane and an eight-foot wide sidewalk as described in Design #1, as well as accommodating the Geneva Railyard expansion described in the proposed plan. The length of this key stop option results in having the greatest potential among the design options for interrupting traffic. As with all the design options presented in this section, the proposed platform would only be long enough to fully accommodate the boarding and disembarking of a single-car train, or the front car of a two-car train. Additional striping and/or construction of an islet south of the proposed platform would be required to accommodate simultaneous alightings from the rear car of a two-car train.

While loading/unloading at the high-level platform (which would occur at the front doors of the LRV car), the rear of a single- or two-car train would block the south entrance, preventing other vehicles from entering or leaving the Geneva Railyard and increasing delays along San Jose Avenue during these dwell times. Since loading/unloading at the high-level platform would be infrequent, resultant traffic delays would typically be intermittent and short in duration and should not result in seriously backing up traffic at the intersection.



SOURCE: Nelson\Nygaard Consulting Associates; San Francisco Public Transportation Department

Figure C-3
Low-Level Boarding Platform with In-Line Ramp to High-Level Boarding Platform

DESIGN #4: LOW-LEVEL BOARDING PLATFORM WITH PARALLEL RAMP TO HIGH-LEVEL BOARDING PLATFORM

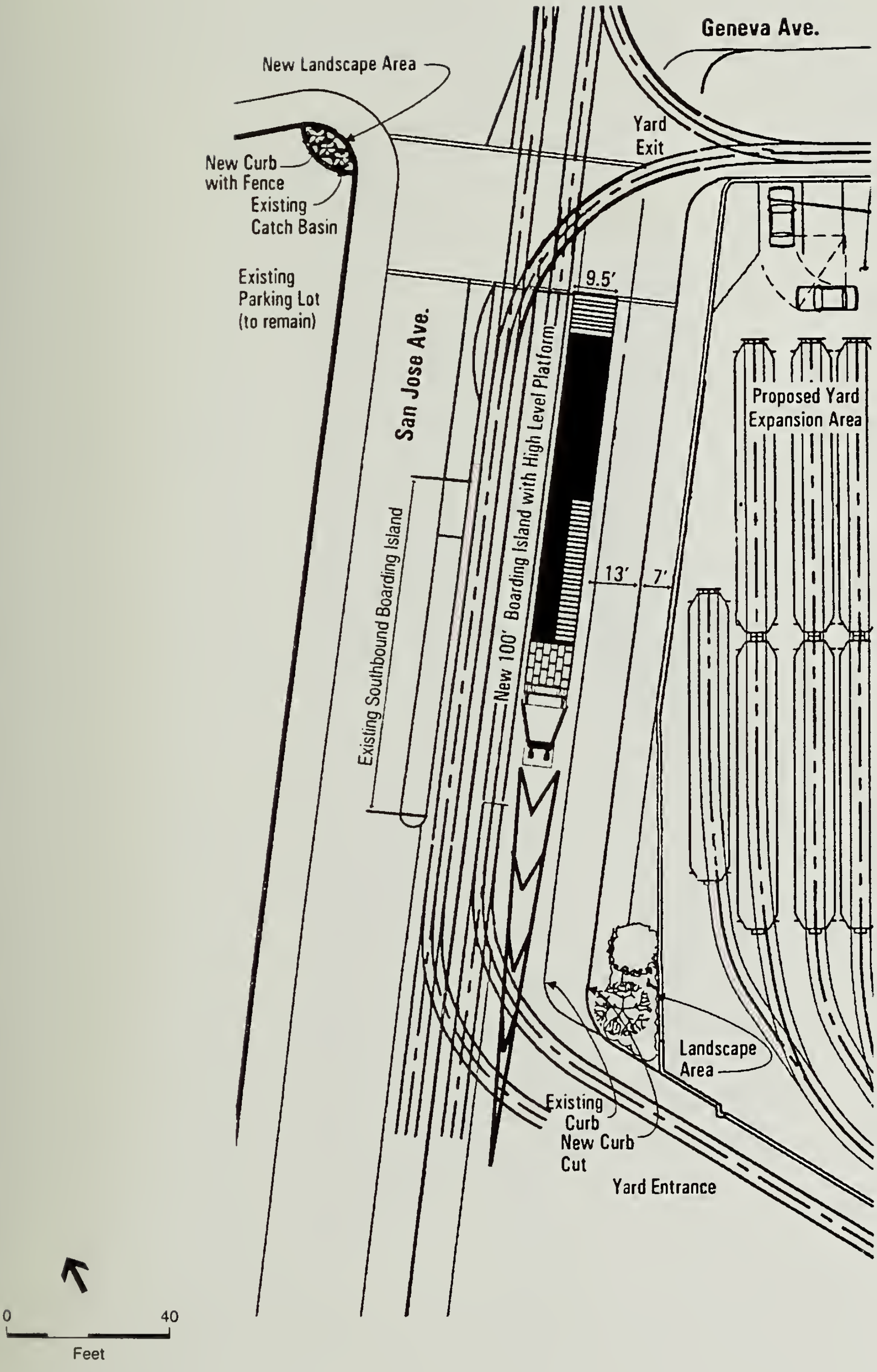
This key stop configuration is wider than those in Design 1 through 3, but is one of the shorter key stop platforms. The island would be 9 ½ feet wide and 100 feet long in this option (see Figure C-4). The 9 ½-foot minimum width is required to accommodate both the boarding platform and the ramp to the high-level platform. The added island width requires moving the existing curb line 3 ½ feet and the retaining wall for the yard expansion 2 ½ feet further east than in Design #4. The sidewalk would be narrowed to seven feet wide. The wider platform would potentially reduce the storage and parking space that could be added to the yard in the proposed plan. As with the other design options presented in this section, the proposed platform would only be long enough to fully accommodate the boarding and disembarking of a single-car train, or the front car of a two-car train. Additional striping and/or construction of an islet south of the proposed platform would be required to accommodate simultaneous alightings from the rear car of a two-car train.

While loading/unloading at the high-level platform (which would occur at the front doors of the LRV car), the rear of a single-car would not block the Geneva Railyard south entrance, however the rear car of a two-car train would block the south entrance, preventing other vehicles from entering or leaving the Geneva Railyard. Since loading/unloading at the high-level platform would be infrequent, resultant traffic delays would typically be intermittent and short in duration and should not result in seriously backing up traffic at the intersection.

DESIGN #5. LOW-LEVEL BOARDING PLATFORM WITH DOUBLE-BACK RAMP TO HIGH-LEVEL BOARDING PLATFORM

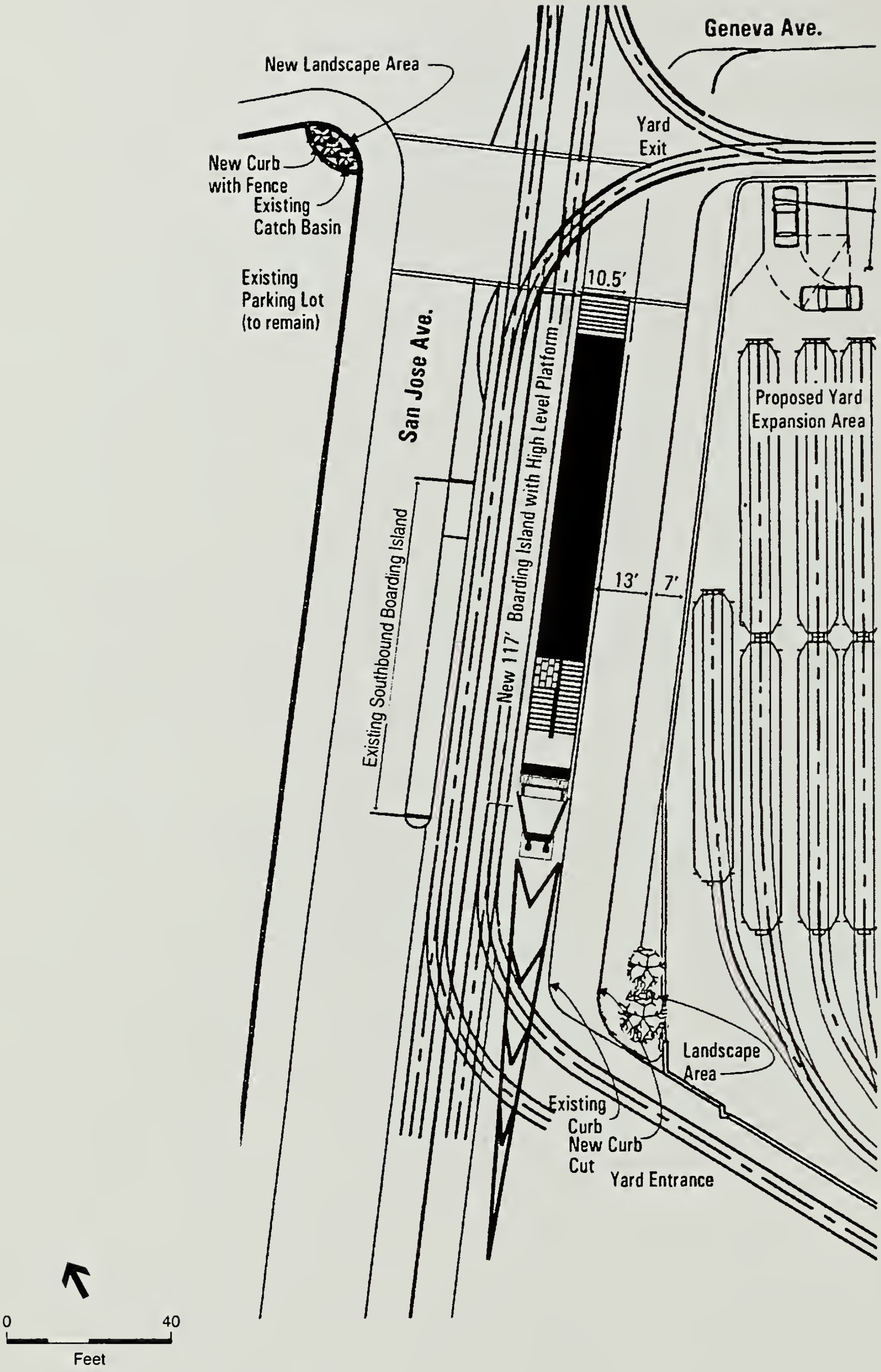
This platform configuration results in the widest island. The platform would be 10 ½ feet wide and about 117 feet long to accommodate the double-back ramp to the high-level platform (see Figure C-5). The ramp would be located at the southern end of a regular 95-foot boarding island that accommodates two-car trains. The platform width of this option results in having to move the curb line 4 ½ feet and the retaining wall for the yard expansion 3 ½ feet further to the east than in Designs #1 through 3. The sidewalk would be only seven feet wide. Similar to Design #4, this option would reduce the expansion potential in the Geneva yard and reduce the space available for vehicle storage and parking. The double-back configuration of the ramp creates a longer platform, but would allow the high-level boarding platform to be in the same position as in Designs #2 and 4. As with all the design options presented in this section, the proposed platform would only be long enough to fully accommodate the boarding and disembarking of a single-car train, or the front car of a two-car train. Additional striping and/or construction of an islet south of the proposed platform would be required to accommodate simultaneous alightings from the rear car of a two-car train.

While loading/disembarking at the high-level platform (which would occur at the front doors of the LRV car), the rear of a single-car would not block the Geneva Railyard south entrance, however the rear car of a two-car train would block the south entrance, preventing other vehicles



SOURCE: Nelson\Nygaard Consulting Associates;
San Francisco Public Transportation Department

Figure C-4
Low-Level Boarding Platform with
Parallel Ramp to High-Level Boarding Platform



SOURCE: Nelson\Nygaard Consulting Associates;
San Francisco Public Transportation Department

Figure C-5
Low-Level Boarding Platform with
Double-Back Ramp to High-Level Boarding Platform

from entering or leaving the Geneva Railyard. Since loading/unloading at the high-level platform would be infrequent, resultant traffic delays would typically be intermittent and short in duration and should not result in seriously backing up traffic at the intersection.

CHAPTER IX

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